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CANADA

BRITAIN'S LARGEST COLONY

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CANADA

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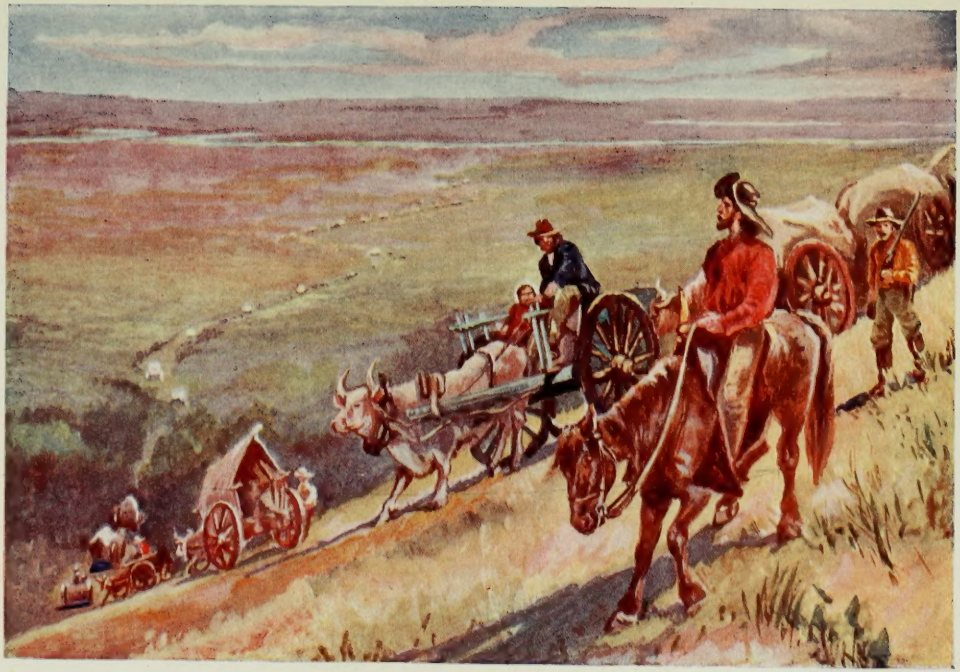
OVER THE PRAIRIES—AN EMIGRANT TRAIN.



OVER THE PRAIRIES—AN EMIGRANT TRAIN.

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CANADA

BRITAIN'S LARGEST COLONY

. . WITH A CHAPTER ON . .
NEWFOUNDLAND AND LABRADOR

BY . .
A. L. HAYDON
AUTHOR OF
"WITH PIZARRO THE CONQUISTADOR," ETC.

WITH AN INTRODUCTION BY
LORD STRATHCONA
HIGH-COMMISSIONER FOR CANADA

63331
7/1/05.

WITH FOUR COLOURED PLATES
AND NUMEROUS ILLUSTRATIONS

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INTRODUCTION.

I am glad to have the opportunity of writing a short introduction to Mr. Haydon's little book about Canada.

It does not profess to be an ambitious work, and a critical person might find some errors of omission and commission in its pages. It, however, contains a good deal of information, which may be useful to the persons for whose benefit the volume is written; and it will certainly help in disseminating a better knowledge of the Dominion, its resources and capabilities, than prevails at the present time.

While it is the custom to speak of the ignorance of the British people about Canada, the knowledge they have of the country is much more extensive than is generally supposed. At the same time, a great deal remains to be done in the direction of enlightening our fellow-subjects; and Mr. Haydon's volume is therefore calculated to serve a very useful purpose.

Canada has been exceptionally endowed by Providence with the resources that are required for the making of a great nation. Its agricultural possibilities are extensive and valuable. Every product of the temperate zone can be raised within its boundaries,

and many fruits and vegetables that only ripen under glass in Great Britain are raised in the Dominion as field crops. The position it is taking in connection with the food supply of the Mother Country is well known; and it must be remembered that only the fringe of the land available for cultivation is occupied at the present time.

Almost every known mineral is worked in Canada. Iron and coal are found more or less contiguous to one another. All the precious and economic minerals are also available, and it is no exaggeration to say that, in the future, the value of the mineral wealth produced will surprise those who only know of it through the figures that are now published.

Canada is generally recognised as being one of the principal sources of the wood supply of the world, and its forest wealth is becoming more valuable every year.

Its fresh and salt water fisheries have achieved for the country a world-wide reputation, and are a source of profit to the people who live on the extensive sea coasts.

It is not surprising also that, with the advantages Canada possesses, its manufacturing industry should have shown remarkable development. In almost every town and village manufactories of one kind or another are found. Every encouragement is given to promote and develop the industry, which is destined to assume very large dimensions.

Men and women are wanted for the development of Canada. In no part of the world can they settle down with a better prospect of providing bright and happy homes for themselves. This remark applies both to those with means and to those whose only capital are their willing hands and their capacity for hard work.

As regards money, whether it is placed in Agriculture, or in any of the Industries that have been mentioned, it is sure to give a good return if properly invested, and to benefit those who invest and the country in which it is expended.

It is in the hope, as already stated, that Mr. Haydon's book will draw attention to Canada and its many advantages and resources, that I venture to commend it to the favourable consideration of his readers.

STRATHCONA.

CANADA:

BRITAIN'S LARGEST COLONY.

CHAPTER I.

THE SETTLEMENT OF CANADA.—PART I.

FAR away across the Atlantic Ocean, over 2,000 miles distant from England, lies the Dominion of Canada, the most extensive of Great Britain's Colonies. This vast region comprises the whole of British North America, with the exception of the island of Newfoundland and Labrador, and is nearly as large as Europe. Its total area is estimated to be about 3,700,000 square miles.

It may well be asked, how did this great portion of the American continent, with its rich mineral mines, its wealth of forest and agricultural land, and its noble rivers, pass into our possession? In this and the succeeding chapter it will be our purpose to give a brief survey of the events which led up to the formation of the Dominion and the subsequent marvellous development of the country that has been witnessed.

The story is one of adventure and romance, of exploration and conquest, and forms one of the most interesting chapters of English history.

Afterwards we will go "sight-seeing" through

the various provinces, and find out what are the many wonders and beauties of the great colony in the New World.

Legendary Discoverers.

The earliest known European voyagers who are believed to have set foot on North American soil were Leif Ericson and Thorfinn Karlsefne, with their crews of Vikings. The old tale goes that these Norwegian rovers were driven out of their course during a voyage from Greenland, about the year 1100, and thrown on to the shores of a bleak, rocky country which they named Helluland. This, there is every reason to believe, was Labrador.

They also came to a place called by them Markland (that is, "the wooded land"), and this is assumed to have been the forest-clad shores of either Cape Breton Island or Nova Scotia.

All this is traditional, however, and has no other authority than the old Icelandic Sagas, so we can only say that it is just possible that these early Norsemen did make a temporary settlement here and there on the North American coast.

The Cabots.

To John Cabot, a Venetian navigator of the fifteenth century who had settled in Bristol, belongs the honour of having been the first among the voyagers of his time to touch upon American shores. Believing in the existence of a north-west sea route to India and China, he laid his project before

MAP OF CANADA.

King Henry VII., and was commissioned by that monarch to set out on a voyage of discovery. He sailed, reached North America, saw nothing of the passage he was in quest of, and returned home with some natives from Newfoundland.

This was in 1497; in the following year, with his son Sebastian, he made another voyage, in which he coasted Nova Scotia and sailed further south.

Other voyages were made from time to time, but as they brought no results in rich treasure, interest in the newly discovered lands across the seas soon flagged. The only Englishmen who followed in the Cabots' wake were a few daring mariners who were allured by the well-stocked fishing-grounds off the Newfoundland banks.

Portuguese and French.

The next visitors to North America of any note were the Portuguese navigators, Gaspar and Miguel Cortereal. In 1500 the former rediscovered Newfoundland and the Labrador coast.

On the heels of the Portuguese came some French sailors from the shores of Brittany. Cape Breton to this day commemorates their early visits in 1504 and subsequent years, while, as old maps will show, the name of "Bretones' Land" was for a long time given to a large region which included Nova Scotia.

It was left for a simple Breton sailor—Cartier by name—to make the first revelation of the real wonders of the country.

Jacques Cartier.

This famous discoverer made three voyages in all, of which the second was destined to become the most memorable. Cherishing a belief in a north-west passage, like all his predecessors, Cartier set sail in 1534, but did nothing beyond exploring the Gulf of St. Lawrence and naming many islands, bays, and headlands in the vicinity.

In his second voyage in the following year, he cast anchor in a little bay on the northern shore of Quebec, which he christened St. Laurent, in honour of the saint upon whose festival day he had arrived.

Under the guidance of friendly Indians he soon after found his way into the broad waters of the St. Lawrence—the saint's name in time being applied to both the gulf and the river—and ascended it until he reached the Indian village of Hochelaga, with the great mountain towering above it. The latter he appropriately hailed as Mount Royal, a name which in its French form, Montreal, came to be given in after years to the splendid city that sprang into being at its foot.

After some further exploration, and the experience of a winter in the Indian settlement, Cartier sailed back to France in 1536, to surprise his royal master with the news of his discovery.

While among the Indians of Quebec he had picked up the term *kannatha*, meaning "a village," and it was this word which, corrupted into Canada, was now used to denote the newly found country.

The Fur Traders.

Despite Cartier's reports but little was done in the way of colonising France's latest possession. There was as yet no golden bait to allure people thither; trafficking with the Indians seemed to be all that was promised.

Those who found their way, therefore, to the St. Lawrence and built stations on its banks, established themselves as fur-traders, but their numbers dwindled as years went on. With the death of Francis I. and the troublous times that ensued in France, it looked as if Canada had been forgotten.

English Voyagers.

The English had not been slow in following up the Cabots' discoveries.

From a very early date in the sixteenth century, according to good authorities, Devon sailors were to be found fishing off Newfoundland, where they formed temporary settlements. We next read of Frobisher's voyages from the gulf northwards, and of Sir Humphrey Gilbert's taking formal possession of Newfoundland in the name of Queen Elizabeth.

Sir Humphrey, who was half-brother to Sir Walter Raleigh, was no coloniser, and his schemes came to naught. After many adventures he was lost in his little vessel the *Squirrel* on the return voyage in 1583.

Then followed Captain Davis, who sailed up into the Arctic circle, and, a little later, Captain Henry Hudson. The latter discovered the great

Photo: W. Notman & Sons, Montreal.

MONTREAL.

bay called by his name, but only to perish there after being set adrift by mutineers.

Acadia.

The year 1604 is noteworthy in Canadian history as the date when the French under De Monts settled in what is now known as Nova Scotia, but was then named Acadia. Longfellow has made this region famous for all time in his fine poem, "Evangeline."

Port Royal was at once founded, and the work of colonisation went on apace.

Among the first settlers was Samuel Champlain, a man who was to do still greater things in the opening up of Canada, or New France, as it was then being called. The French king, Louis XIII., made lavish gifts of this new territory to his favourites, but the province thus taken over by France extended so far south as to include Raleigh's colony of Virginia, and thus the English and French were brought face to face on the new continent.

Samuel Champlain.

Champlain, the greatest of the French explorers, commenced his scheme of colonisation with the foundation of Quebec. He had been granted a monopoly of the Canadian fur-trade for a whole year.

One of his first acts was to join forces with the Algonquin and Huron Indians against their enemies, the Iroquois. The latter were the most powerful, as they were the ablest, of the native tribes, and

from this alliance sprang the succession of Indian wars which played such a part in the development of the colony.

Champlain now worked hard to strengthen his position in the New Country, establishing trading stations and "habitations" wherever possible. He ascended the Upper Ottawa river for the first time, and made a fruitless journey to find the great inland sea which Henry Hudson had not long before discovered.

Other notable events were the arrival of some Jesuits, the forerunners of the long line of missionaries whose lives were devoted to the conversion of the Indians; the growing ascendancy of the Iroquois; and the formation of the Company of the Hundred Associates under Cardinal Richelieu.

The Hundred Associates.

This company, under which Champlain served as lieutenant-governor of Canada, enjoyed very full powers in North America. It received complete control of the fur trade as well as of other industries, and was bound to send several thousands of colonists out to the St. Lawrence country.

An important feature about it was its feudal system, the idea being to create a Canadian nobility somewhat on the French plan, and thus induce men of the higher classes in France to emigrate. The feudal rights in this way granted to the new colonial lords, or seigniors, as they were termed, continued to be exercised more or less for 250 years afterwards.

In 1629 Quebec was captured by an English fleet under Admiral Kirk. War had broken out between France and England the previous year, but peace had already been declared when Champlain surrendered the besieged city. Quebec was therefore restored to France after some negotiations, and Champlain was enabled to continue his life-work until his death on Christmas Day, 1635.

Canadian Indians.

Reference has already been made to the native tribes with whom the settlers had come into contact. In addition to the trouble to be anticipated from the English colonists in the country, there was now the increasing menace of the Iroquois Indians.

The latter had formed a confederacy of five nations, including the Senecas, Mohawks, and other well-known tribes, and constantly harassed the handful of whites in their midst.

On the side of the French were the Hurons and the Algonquin Indians, many in numbers, but inferior to the Iroquois as warriors. The chronicles of the years between 1635 and 1667 are full of tales of massacre and torture. With almost all the Indians in that part of the country on the war-path, the unfortunate French settlers lived in hourly dread of raids.

At this period the priests were more than ever devoted to their self-imposed work among the savages, despite the torture and even martyrdom which was frequently their fate.

Photo. Wm. Notman & Sons, Montreal.

INDIAN CAMP, BLACKFOOT RESERVE.

The Red Man of To-day.

To-day there are only a few Red Indians left in Canada, maintained by the Government on reservations set apart for them. Here they till their farms under the eye of their instructors, while their children are taught and trained in useful handicrafts in the schools.

Here and there, in the more inaccessible parts of the country, just a few small wandering bands are still to be met in the woods. These exist on such game as their guns and other weapons procure, and on the fruits and berries they find.

The Red Man of romance, the picturesque figure of the story books, has gone, never more to return.

Coureurs de Bois.

Besides the priests there were many hunters, trappers, and fur-traders, who were ready to venture into the unknown country to the westward, and risk their lives among the savages. These *coureurs de bois* (*i.e.* bushrangers) were the pioneers of civilisation and commerce. They established trading-posts where Indian and white man could meet to barter furs, etc., and in time their little stations often grew into settlements and towns. Many of the trappers married into the tribes with which they associated, their descendants being known as "half-breeds."

As we shall see, their success as fur-traders eventually roused the envy of some English adventurers, and led to the formation of the famous Hudson's Bay Company.

Prominent among the *coureurs de bois* were Nicolet, Perrot and Jolliet, and lastly Duluth, whose name has been given to a large city on Lake Superior.

Canada a Royal Province.

Under the weight of misfortune and trouble which befell the colonists of New France, the Company of the Hundred Associates broke down, and in 1663, Louis XIV. being king, the province came under direct royal control. Soldiers and settlers to the number of over 2,000 were quickly sent out, and Canada entered upon a new era of prosperity.

One of the first steps taken by Count Frontenac, the governor, was an expedition against the Iroquois, who were taught a severe lesson that kept them quiet for many years after.

By establishing a line of forts to the westward and pushing their way into the valleys of the Illinois and the Mississippi rivers, the French gradually extended their dominion. At the same time, and at a more rapid rate, the New England colonists were progressing, and after the Treaty of Utrecht, in 1713, when Acadia, Hudson's Bay and Newfoundland were ceded to England, the struggle for dominion between the rival nations in the continent became still keener.

War Breaks Out.

The important events in the next few years were the capture of the French fort, Louisbourg, on Cape Breton Island, by English colonials

under Pepperell ; the founding of the city of Halifax in Nova Scotia ; and in 1755 the defeat of General Braddock by the French near Fort du Quesne.

In the following year, after the Marquis de Montcalm had assumed command of the French in Canada, what is known in history as the Seven Years' War broke out. A large fleet sailed from England, and several fierce battles were fought, in which at first the French proved victorious.

Wolfe's Victory.

At last, in 1759, General Wolfe and his army scaled the Heights of Abraham, just above Quebec, by night, and forced Montcalm to a battle. In this famous fight both the generals were killed, but before his death Wolfe had the satisfaction of knowing that the French were put to flight, and that the victory was his. Quebec soon after capitulated.

In vain did the French endeavour to turn the tables on their opponents. After a fruitless attempt to retake Quebec they were pressed back further and further, until finally the struggle ended and the whole of New France was wrested from their grasp.

When peace was signed at Paris, in February, 1763, the French king ceded and guaranteed "to his Britannic Majesty, in full right, Canada, with all its dependencies, as well as the island of Cape Breton, and all the other islands and coasts in the Gulf and River of St. Lawrence."

QUEBEC.

Photo—J. E. Livernois, Quebec.

CHAPTER II.

THE SETTLEMENT OF CANADA.—PART II.

BEFORE going on to tell of the troublous times through which Canada had to pass ere she settled down under a properly organised government and became the nation she now is, it may be well to consider how it was that France failed to retain the fine country her explorers had offered to her.

GENERAL WOLFE.

In the first place, very few people in France regarded the colony as worth serious attention. Voltaire only voiced the general opinion when he wrote contemptuously of it as "a few acres of snow."

The colonists themselves were few in numbers —not more than 80,000 in all—and were thus far behind the million and a quarter of English-speaking people in the thirteen American colonies. They were neglected by the French Government, were hampered with the same burdens and restrictions as their brothers in the Mother Country, and progress was accordingly slow.

The regular troops in Canada, together with the militia, were much inferior to the British and colonial armies when the crisis of the struggle arrived. With only the half-hearted support of the French king and his ministers, the Canadians could not make a very determined stand against so powerful an enemy.

Under the New Rule.

It did not take long for the French Canadians to recognise the fact that they were going to be more secure and happy under the rule of their new masters. The British Government very properly allowed them the free exercise of their religion, and endeavoured to interfere as little as possible with their existing customs and privileges.

The new rule was a military one, the province being divided into three districts under separate governors. The latter soon won the confidence of the people, who, as a matter of fact, were left to manage their own affairs as far as was practicable.

The seigniors and the priests still continued to exercise their authority over the *habitants*, as the colonists were styled, but under conditions that prevented the old-time tyranny and oppression.

No doubt the nobles and higher officials who had fattened on their extortions from the people cherished the hope of seeing Canada once more under a French king, and many even returned to France rather than submit to British rule; but with the people themselves it was different. Not

one of the *habitants*, it is recorded, ever left the country after the war.

Pontiac's War.

Almost immediately after the war fresh Indian trouble arose. The numerous native tribes who had been friendly with the French now found themselves neglected and even slighted by the English, and signs were not wanting of their dissatisfaction. Mischief-makers, too, fanned the sparks of rebellion into a flame by declaring that the English meant to drive them away from their forests and hunting-grounds.

Acting in concert, the Indians took to the war-path, and seized a large number of the forts and stations built on the great Lakes, as well as those in the Ohio and Illinois valleys.

One of the leaders who distinguished himself in this savage outburst was an Ottawa chief, Pontiac, and the two and a half years' war which followed has been named after him. In that period the Indian warriors roved far and wide, carrying death and destruction wherever they went.

A large force of English soldiers was at last raised to cope with this rising, and after one or two severe defeats the Indians agreed to terms of peace.

The American Revolt.

A few years after the Indian outbreak came the revolution of the New England colonies, which ended in their proclaiming their independence, and in the establishment of a republic. In the earliest days of the struggle between the English colonists

and King George, the former made strong efforts to induce the Canadians to join them. Finding appeals and threats in vain, the Americans invaded Canada. This was in the year 1775.

The province was unfortunately weak in its defences, and had few regular troops to serve as protection. In a little while many forts and Montreal itself were in the hands of the Americans, who now aimed at capturing Quebec, the capital. Here, however, Sir Guy Carleton, the able governor-general, repulsed them.

Montreal and the other captured posts were soon retaken, and the Americans were driven back across the border line. The attempt to coerce the Canadians into joining the rebels had signally failed.

The Empire Loyalists.

The years 1783 and 1784, after the conclusion of the American War, saw a great migration of English people from the New England colonies and the south to Canada.

These people, who were known as "United Empire Loyalists," were forced to leave their homes in the States because they refused to recognise the new republic, and remained loyal to the British king. No fewer than 50,000 of these Loyalists made their way into British North America, to settle among their Canadian friends.

Nova Scotia and Cape Breton Island received many of them. Others founded the province of New Brunswick, while a large number made their homes in Upper Canada, or, as it is now called,

Ontario. In this way were laid the foundations of many towns, such as Toronto, St. John, and Kingston.

For many years, although aided by the Government, many of these pioneers in Upper Canada had a hard struggle for existence, but in time they conquered, and now Ontario may rightly claim to be the wealthiest and most populous of the provinces.

Canada Again Invaded.

Yet another attempt to win over the Canadians was to be made by the United States Republic. In 1812, when England was engaged in her last fight with Napoleon, the war-party in America thought it a favourable time to strike at Canada. President Madison was compelled to declare war upon England, and large forces were moved up to the border.

As in the former campaign, the regular troops in Canada were surprisingly few in numbers, but the militia responded readily to the call for arms. After some desperate fighting, the Americans were finally driven back, the battle of Lundy's Lane, in 1814, being the last decisive engagement. Peace was declared in December of the same year.

Papineau's Rebellion.

The most important event in Canadian history during the next twenty-five years was the rebellion in which Louis Joseph Papineau figured as leader. In both Upper Canada (or Ontario) and Lower Canada (Quebec), a reform party had arisen to agitate for a better system of government.

There was much dissatisfaction over the arbitrary and high-handed methods of the Crown authorities, and the reformers demanded, among other things, that the governor and the executive council should submit themselves as responsible to the Representative Assembly, the members of which were elected by the people.

These demands were regarded as unreasonable in England, but at last an enquiry into the various grievances was promised. Nothing was done for some time, however, and then Papineau, a prominent member of the Montreal Assembly, with his followers, took up arms with the avowed intention of forming a new republic, "*une nation Canadienne.*"

The rebellion was short-lived. The insurgents were put to rout very quickly, and Papineau fled into the States.

W. L. Mackenzie, the leader of the reform party in Upper Canada, was equally unsuccessful in attempting a revolution at the same time.

The Union Act.

Lamentable as these outbreaks must be considered, they had useful results in drawing attention to the serious state of affairs in the two provinces. Lord Durham was now sent out from England as Governor-General to set things right.

On the receipt of his report, Parliament, in 1840, passed an Act reunitin the provinces of Upper and Lower Canada under one legislature, and making all the provi cial officers, except

the governor and his secretary, responsible to this colonial legislative body.

The great land question of Canada was also settled. Seignorial tenure was abolished, and the people of Lower Canada freed from the vexatious restrictions and disabilities to which they had been subjected since the days of the French monarchy.

Steady Progress.

With the establishment of responsible government in Canada, the newly-united provinces continued to make steady progress. Within a few years from 1840 the system of self-government was extended to Nova Scotia, New Brunswick, and Prince Edward Island, thus preparing the way for future federation.

As the result of the stream of population which flowed into the country, and the construction of railways, cities and towns sprang up in all directions, and new industries were rapidly developed, Especially remarkable was the prosperity of Ontario, the fertility of the soil in this province offering settlers exceptional advantages.

Out west, on the Pacific slope, a British settlement had been made in 1843 on Vancouver Island, British Columbia. The little colony grew fast as settlers hastened thither, and in 1849 it was proclaimed a British Colony. The story of the province of British Columbia and its development is given in a later chapter.

The Dominion of Canada.

We now come to the time when Lord Durham's

dream of a Canadian confederation was to be realised. In the autumn of 1864 the leading men of the various provincial governments met together in Quebec to discuss the question of union. A set of resolutions was then drawn up for her Majesty's consideration. A final conference was held in London in 1866, and the following year saw the passing of the "British North America Act."

By this statute Canada (comprising Ontario and Quebec) was united with Nova Scotia and New Brunswick to form the Dominion of Canada, with Ottawa as the official capital. Provision was made for the inclusion later on of British Columbia, Prince Edward's Island, and other provinces in being. These followed in quick succession, Manitoba (made up out of what had been the Hudson's Bay territories) being admitted in 1870; British Columbia and Vancouver's Island in 1871; and Prince Edward's Island in 1873.

Newfoundland, however, preferred to remain independent, and still continues to be governed as a separate colony.

At the head of the new federal parliament was Sir John A. Macdonald, the greatest statesman that Canada has ever produced. He it was who carried out all the details of the confederation scheme, and to him largely belongs the credit of having made Canada a nation.

The first Governor-General of the Dominion appointed was Lord Monck. His successors have been Lord Lisgar, the Earl of Dufferin, the Marquess

of Lorne, the Marquess of Lansdowne, Lord Stanley, the Earl of Aberdeen, the Earl of Minto, and Earl Grey.

Riel's Rebellions.

The tale of two serious outbreaks has yet to be told before we close the story of Canada. In 1869, as the result of negotiations between the Hudson's Bay Company and the Government, the latter proceeded to administer the extensive territory of the North-West, which had been transferred to them under what is known as the Deed of Surrender. The French half-breeds, trappers, hunters, and *courcurs de bois*, not altogether understanding the nature of the transfer, believed that they were about to be deprived of their lands, and rose in revolt.

Louis Riel, a French half-breed who had been prominent in the agitation, headed the rising, and precipitated matters by an unwarrantable murder. The outbreak (known as the Red River Rebellion) was short-lived. Riel and his immediate followers had left to take refuge in the United States before the arrival at Fort Garry of the expedition led with such consummate ability by Lord (then Colonel) Wolseley. The way for the settlement of the difficulties, and the peaceful transfer of the country, had been prepared in the meantime by Mr. Donald A. Smith—now Lord Strathcona—who was acting as the Commissioner of the Dominion Government.

The second rebellion in which Riel figured—also occasioned by land disputes—was that of 1885.

After their defeat, Riel and some Indian chiefs who had aided in the raids and massacres were executed.

At the Present Day.

That the system of government foreshadowed by Lord Durham and carried into effect by Sir John Macdonald has been a success in Canada no one can deny. The British and French-Canadians, and the foreign settlers who have entered the country from time to time, live peacefully together and are rapidly forming a strong race, imbued with British instincts and a love of British institutions.

Racial differences have been forgotten, and that the French-Canadians are now among the most loyal of his Majesty's subjects is beyond doubt. The Duke of Argyll, when Marquess of Lorne, bore witness to this in memorable words, and it is not long since that a distinguished member of the Quebec legislature declared that "the last gun that would be fired for British supremacy in America would be fired by a French-Canadian."

Under the guidance of such eminent statesmen as Sir John Macdonald, Sir George Cartier, Sir Charles Tupper, Sir Oliver Mowat, and Sir Wilfrid Laurier, the Dominion has, since the federation, developed and strengthened in a remarkable manner. Her population has increased from one and a half millions in 1841 to nearly six millions, and in commercial prosperity she has made greater strides than, perhaps, any other of Britain's colonial possessions.

CHAPTER III.

HOME LIFE, GOVERNMENT, AND EDUCATION.

Town and country life in Canada, outside the French districts, is much the same as in Great Britain. The earlier settlers liked to do things "in the English way," and old customs were religiously kept up. But they were not slow in learning lessons from their neighbours, and in adopting new and better methods when these commended themselves. So one finds many evidences of American influence.

Towns have been laid out on the American plan, with avenues and streets running in parallel lines, and with large squares and public gardens; electric trams whiz along the main thoroughfares; the railway engines are fitted with bells as in the States, to warn people of their approach at level crossings; the decimal system of coinage, with the dollar as the unit, and numerous other modern improvements, have been introduced. Canada strives to be up-to-date in all directions.

A great many houses in the Dominion are built of wood, which is very cheap, but the better class residences are constructed of stone and brick. As there are hardly any very poor people there, one does not see the mean, wretched-looking hovels that are a disgrace to so many English cities

The working classes in Canada have better houses than they would get in England, and, of course, there is no overcrowding.

Sports and Pastimes.

A great feature of Canadian life is that it is lived so much out of doors. Canadians are as fond of sports as we ourselves are, and they take full advantage of the opportunities afforded them.

In summer-time rowing, sailing, canoeing, lacrosse, cricket, baseball, and other games and pastimes are indulged in. Lawn-tennis and cycling are making headway slowly, the latter because there are few good country roads.

Bowling finds many followers, and it is interesting to note that a Canadian team came over to England in 1904 to play a series of matches.

Lacrosse.

Lacrosse is the national game of Canada, and therefore the most popular. As is now well known, it is a modern variation of a game played by the Indians of the country. Among the best clubs are those of Montreal, Toronto, Victoria, and New Westminster, B.C.

A full description of the game cannot be given here, and it must suffice to say that the players number twelve a side, that the ball is of india-rubber, rather smaller than a cricket-ball, and that the object of a team is to drive this ball with their "crosses" between their opponents' goal posts. Great speed and quickness of eye and hand are needed in the game.

Indian teams of lacrosse players still play colonial teams, but they are generally beaten in the contest. In the old days the Indians played it in large numbers, and with no little fierceness. "Good at game, good at war," was a common saying among them.

A memorable lacrosse game was that played by a treacherous band of Ojibbeways outside one of the Forts during what is known as Pontiac's War. While the game was in progress the savages' squaws passed inside the fort unnoticed by the garrison, who were nearly all watching the sport. At a given signal the ball was suddenly driven towards the entrance; then a crowd of savages rushed in and, snatching weapons from the squaws, began to massacre the surprised soldiers. Very few of the latter escaped alive.

Ice-boat Sailing.

In the winter months the Canadians get perhaps a greater amount of pleasurable sport than they do at any other season of the year. A Canadian winter is severe, undoubtedly, but the cold, except upon the sea-coasts, is dry and health-giving.

"The saying of the old Scotchwoman," says the Duke of Argyll in his book, "Canadian Pictures," "is literally true. She wrote home to her people to say 'it was fine to see the bairns play in the snow without getting their feet wet.'"

In addition to skating and snow-shoeing, ice-boat sailing is a favourite pastime. When the St. Lawrence and other rivers are frozen over,

Photo: F. Maynard, Victoria, British Columbia.

LACROSSE IN VICTORIA, BRITISH COLUMBIA.

great sport is to be had with these boats, and races are often held. As will be seen from the illustration, an ice-boat is cutter-rigged, the sail being hoisted on a triangular framework of wood furnished with cross-pieces and metal runners.

Sleighs and Snowshoes.

Sleighing is one of the most delightful and exhilarating methods of locomotion. Few things are more enjoyable than to dash along a snow-covered road in a comfortable sleigh drawn by a pair of lively horses with jingling bells on their harness. Everybody in Canada who can afford it, whether city man or farmer, has his sleigh in the winter time.

Those who desire a more vigorous exercise go in for snow-shoeing. Snow-shoe clubs are formed in all the large towns, in Montreal, Toronto, Ottawa, etc., and merry parties are organised for long tramps over the snow-clad fields and hills and through the woods. White blanket suits with coloured edging, knitted red or blue sashes, "toque" caps of the same colours, and moccasins, are the correct costume.

Night parades by torchlight are held by some snow-shoe clubs, and the effect is very pretty.

The Ice Carnival.

Montreal and Ottawa are often very gay in winter when an ice carnival is being held. Then all who are able turn out in the evening on their skates to join in the fun. Crowds of skaters in fancy dress of all kinds—clowns, knights, monks,

By permission of the Canadian Government

ICE-BOAT SAILING ON THE ST. LAWRENCE.

etc.—whirl over the ice or dance to the merry music of a band.

Some years ago an Ice Palace used to be the chief attraction at these festivities. It was elaborately constructed of ice-blocks, and was ornamented with statues carved out of ice or moulded in snow. When illuminated at night the effect was extremely brilliant.

Tobogganing.

As lacrosse is the favourite summer game of Canadians, so tobogganing is the most popular of winter pastimes. Every boy and girl in the country can fashion a toboggan for himself or herself, so there is no question of expense to stand in the way. And very exciting and pleasurable is the sport.

A toboggan, it may be explained for the benefit of the uninitiated, is a thin strip of wood, about two feet wide and five feet or more in length; it is curled up in front to throw off the snow, and it is generally provided with a well-padded-cushion or buffalo skin fastened to it by strong thongs.

Seated or lying upon this, one flies at express speed down the "run" of a snowy slope, coming to a standstill on the level ground below.

A very big slide has been made in the grounds of Government House, Ottawa. When Governor-General of Canada, the Duke of Argyll was a great enthusiast in this sport, and introduced tobogganing by torchlight. It was a very pretty sight to watch the toboggans, sometimes containing three or four

Photo: W. Notman & Sons, Montreal.

SLEIGHING—MONTREAL.

persons, flying down the slide in the light of hundreds of Chinese lanterns and torches.

Racing.

The races, which are held at many places at various times of the year, always attract large crowds of people. The Canadians, particularly those who live outside the large cities, are good judges of horseflesh, and can generally ride well. In the country districts every boy has his pony, and soon becomes at home in the saddle.

At the Toronto Exhibition, held annually, some very good racing, trotting, and jumping are to be seen, farmers driving in from all parts of Ontario to show their horses, and perhaps enter them for the various contests.

At Cacouna, a popular watering-place in Eastern Quebec, races are regularly held. The picture on page 37 shows the judge's stand and the horses after the finish of an exciting race.

Holidays.

Although much has been said about Canadian sports and pastimes, it must not be supposed that play comes first and work second in the minds of most. Canadians are hard workers, and it is because of this that they throw themselves into their recreations with such zest.

Several public holidays are observed in the course of the year. Empire Day (May 24th) is duly honoured, while Labour Day and Dominion Day are among the chief festivals. On Labour Day

Photo: W. J. Topley, Ottawa.

TOBOGGANING.

(May 1) bands of men belonging to different industries parade the streets of the cities, bearing banners and flags.

On Dominion Day, July 1st, which commemorates the formation of the Dominion in 1867, it is the custom for boys and girls from the public schools to go in procession through the streets. The children carry large Union Jacks and banners bearing the arms of the province they belong to or a maple-leaf device (this being the national emblem), or inscriptions such as "Hurrah for Canada!" "The Maple Leaf for Ever!"

The Government.

Canada, as we know, is a self-governing colony, and how this system of government is administered I will now explain as briefly and clearly as possible.

At the head of all is the Governor-General, who represents the King, and a Privy Council. Then there is the Dominion Parliament, which consists of an Upper House, styled the Senate, and a House of Commons.

The members of the Senate are appointed for life by the Crown, and the members of the House of Commons—numbering 214 in all—are elected by the people for terms of five years. From both these Houses the Prime Minister, the leader of the party in power, selects the men to form his Cabinet.

The number of representatives which each province or territory sends to the House of

Photo: J. E. Livernois, Quebec.

RACES AT CACOUNA, EAST CANADA.

Commons depends on its population. Thus, Ontario, which is the largest province in this respect, has 86 members, while Prince Edward's Island, the smallest, has to be content with 4, and the Yukon Territory with 1.

In addition to this each province of the Dominion has a Parliament of its own, which decides questions only affecting that province. In these provincial governments the authorities are: a Lieutenant-Governor, appointed by the Governor-General for a certain term; an Executive Council; and a Legislature comprising—in two provinces—a Legislative Council and an Assembly, and in all other provinces an Assembly alone.

In matters affecting the welfare of more than one province, or of the whole colony, the Dominion Parliament, which meets at Ottawa, has exclusive jurisdiction, just as in imperial questions the King and the British Parliament possess sovereign power.

The Territories, which as yet have not a sufficiently large population to warrant their being formed into provinces, are controlled and administered by the Dominion Government.

The Judiciary.

The administration of justice is based on the British system. There are judges, magistrates, and justices of the peace as in this country. The highest judicial authority is the Supreme Court of Canada, which holds its sessions at Ottawa. Each province has its Courts of Chancery, King's Bench, County Courts, General Sessions, etc., and the criminal law

Photo: London Printing & Litho. Co., Ltd., Ontario.

DOMINION DAY, LONDON, ONTARIO.

of Great Britain with trial by jury obtains throughout the Dominion.

All the provinces appoint their own officers of justice with the exception of the judges, who are chosen by the Governor-General and his Council. In the North-West Territories, where the Mounted Police are responsible for order, the commissioner and other officers are empowered to act as magistrates and local justices of the peace.

The common law of Great Britain prevails everywhere in the colony, except in French Canada, where the civil law exists.

Education.

The Canadian people are justly proud of their splendid system of education. All children are compelled by law to attend school long enough for them to learn to read, write, and "figure." Free public schools are provided in all the provinces, partly supported by the Government and partly by the people of the districts in which they are situated. The law directs that one must be built as soon as a section has a certain population, the Government grant for its maintenance being apportioned according to the number and wealth of the people.

These "common" schools, as they are styled, together with the secondary schools, are admirably equipped, and young men who have the necessary aptitude find no difficulty in passing from them into the Universities. The Universities of Canada—the McGill University in Montreal, the Laval in

Quebec, and others in Toronto, Kingston, and Halifax—rank very high, and from them many eminent men in all professions have graduated.

The taste for learning is very marked in Canada, and hundreds of young men annually go through the University course and then return to farm life. The fees are fortunately not very high, and many graduates can pay their way at college by working at some employment during the vacations. Young women are allowed to attend the Universities, where they have the same privileges as the men.

Of late years the Government of Ontario has established colleges in the province for the special study of agriculture and mining, as well as schools of dairying, in which a student may go through a practical course. In these institutions the young men and women of Canada have exceptional opportunities of acquiring technical education at a moderate cost.

Apart from the Government schools and colleges there are some large and well-equipped private ones, which are chiefly attended by the sons and daughters of wealthy Canadians. Upper Canada College, in Toronto, is the best known of these.

CHAPTER IV.

QUEBEC AND FRENCH CANADA.

In the foregoing chapters we have learnt something of the history of Canada, and we have taken a peep into the home life of the people. Let us now look at the various provinces of the Dominion in turn.

ARMS OF QUEBEC.

We will commence with Quebec for historical reasons. The first French settlements on the St. Lawrence were made here, and it was by the name of Quebec that the whole of Canada, or New France —excepting the Acadian provinces—was known for a hundred and fifty years.

Within its borders was waged the greater part of the warfare between the settlers and the Indians, and by its old capital city was fought the great battle which resulted in Canada being wrested from the French.

The Province.

The province of Quebec is the second largest province in the Dominion. It has an area of 351,873 square miles; that is to say, it is about three times as large as the British Isles, or rather more than the total areas of France, Italy, and

Switzerland. Nearly all the inhabitants are of French descent.

If we glance at the map we see that its boundaries are: on the north and north-west, Ungava and Labrador; on the south, Ontario and the United States; on the west, Ontario; and on the east, New Brunswick and New England. The River St. Lawrence divides it very unequally, less than a sixth part of the province lying on the southern side.

Its chief cities are Quebec (the capital and seat of the Provincial Government), Montreal (the commercial metropolis), Hull, Sherbrooke, St. Hyacinthe, Three Rivers, and St. Levis. Its most important rivers, all of which flow into the great St. Lawrence, are the Ottawa, the Richelieu, the St. Maurice, and the Saguenay. These are navigable for a considerable distance from their mouths, and two of them—the Ottawa and the St. Maurice—are noted lumber streams.

Lumbering, agriculture, and fishing are the chief industries of Quebec, the northern portion and most of the south-east being covered with forests. Quebec city is the centre of the lumber trade of the Dominion. In the lower part of the St. Lawrence the inhabitants mostly live by fishing, which is carried on extensively. Gold and copper mines are being worked, the latter with good results.

Two large mountain ranges traverse the province—on the north, the Laurentian, and on the south the Nôtre Dame. In the Shickshock Mountains are some very high peaks.

Quebec City.

An old-world, picturesque city is Quebec, perched on the heights about 300 miles above the mouth of the St. Lawrence. At this point the river narrows considerably, and to this fact the town owes its name, *Kebec*, in the Indian tongue, signifying "the strait."

The city comprises an Upper Town and a Lower Town. The former includes the citadel, the "Gibraltar of America," as it has been called. In the Lower Town, the quaintest part of Quebec, are narrow, irregular streets, picturesque old houses, and a market-place, with a mediæval air reminding one of out-of-the-way corners of Brittany and Normandy. Sault-au-Matelot Street and Sous-le Cap Street are typical byways of this quarter.

Many are the buildings in Quebec which call for notice, but the merest reference can only be made to them here. The Château Frontenac occupies the site of the old French château of St. Louis erected by Champlain in 1620. Then there are the fine Roman Catholic Cathedral; the Hôtel Dieu Convent and Hospital, dating from 1654, in which is preserved the skull of Brébeuf, the intrepid Jesuit missionary done to death by the Iroquois; the Ursuline Convent, founded in 1639; and the more modern English Cathedral and Houses of Parliament.

The Plains of Abraham.

The scene of the great battle in which General Wolfe defeated the French under Montcalm is on the top of the cliffs to the westward. The Plains

Photo: J. E. Livernois, Quebec.

INTERIOR OF THE ENGLISH CATHEDRAL, QUEBEC.

of Abraham at that time stretched right up to the walls of the town, and were well covered with bushes. They take their name from one Abraham Martin, a river pilot of the seventeenth century, who owned them.

On the spot where the British general fell in the moment of victory stands a monument bearing the inscription: "Here died Wolfe victorious, September 13th, 1759."

At the foot of the heights, a little over a mile further up the river, is Wolfe's Cove. Here on that memorable September night the British regiments were silently landed for the daring climb up the zigzag path to the top, whereon the French army lay encamped.

Near the Cove Field, on the plains, now used by golfers, is the reviewing ground. Here there is ample room for troops to manœuvre. The illustration on the opposite page shows a body of bluejackets marching down St. Louis Street after a morning's exercise on the ground.

Montreal.

Important as is its trade, Quebec as a commercial centre is overshadowed by the city of Montreal. The latter is situated higher up the St. Lawrence, at the junction of that river with the Ottawa. It stands on an island, about thirty miles long by eight or ten miles wide, formed by two branches of the Ottawa.

Behind the city, seeming to tower over it, is the well-wooded hill from which it derives its name.

Photo: J. E. Livernois, Quebec.

H.M.S *CRESCENT* BLUEJACKETS MARCHING DOWN LOUIS STREET FROM THE PLAINS OF ABRAHAM REVIEWING GROUND.

Montreal is full of life and activity at all times, especially in that part adjoining the river. Alongside the wharves lie steamers and sailing-ships of all kinds, from huge Atlantic greyhounds to small trading schooners. Open for seven months in the year, Montreal is Canada's chief port of entry, and to her quays come many of the largest of ocean-going vessels. By a system of canals which ends here, there is a continuous waterway—when not ice-bound—from the Strait of Belle Isle to the ports of Lake Superior.

In addition, Montreal is connected by railway with all parts of the American continent.

The City's Sights.

Many very fine churches and other buildings are to be seen in Montreal, some of them dating back to the early days of French Canada.

The Roman Catholic cathedral, the Church of Nôtre Dame, in the Place d'Armes, is one of the largest churches in the whole of North America. It has accommodation for over 12,000 worshippers.

The chief "sight" at Montreal, however, is the splendid Victoria Bridge, which spans the river where it is nearly two miles wide. The present bridge, built in the years 1898 and 1899, replaced the old tubular bridge designed by Robert Stephenson. It accommodates two railway tracks, two roadways, and two footpaths.

McGill University.

There are several notable school and college buildings in Montreal, but the most important is

the McGill University. This ranks deservedly high among Canada's educational institutions. About 1,100 students are taught here.

McGill University was founded early in the nineteenth century with money bequeathed for that purpose by Mr. James McGill, a native of Glasgow. Lord Strathcona and other wealthy Canadians have added and endowed buildings from time to time, and now it stands as one of the best equipped Universities in the world.

Arts, law, medicine, applied science, and veterinary science are the five faculties which it includes, and it is affiliated with several leading colleges throughout the Dominion. Besides a splendidly fitted engineering building, and one devoted to chemistry and mining, there is an excellent museum which houses a complete collection of geological and natural history specimens.

As in other Canadian universities, women are admitted to McGill University as students.

The Ice Harvest.

In the winter the St. Lawrence is, of course, frozen over, often so hard that a railway may be laid across the ice. It is then that the work of ice-cutting goes merrily on.

It is a curious sight for the visitor to see rows of men with saws and cutters, as shown in the illustration on page 55, carving out square blocks from the ice at their feet, while close at hand

are horse sleighs, waiting to cart off the white slabs to the storehouses.

There is a great demand for ice in the summer months, especially in the United States, and a large proportion of the ice on the market is supplied from the St. Lawrence.

The Lachine Rapids.

Not very far from Montreal are the celebrated Lachine Rapids, to shoot which in a river steamer is something to be remembered. They are the shortest (three miles in all), but the most violent of all the rapids of the St. Lawrence or the Ottawa rivers.

In its short course through the narrow gorge between the Canadian Pacific Railway bridge and the Victoria Bridge, the St. Lawrence becomes a boiling cauldron of water. It is an awe-inspiring sight to see the angry, green, foam-crested billows, dashing and tumbling over the black jagged rocks, and the passenger on the steamer who is making the trip for the first time feels devoutly thankful when it is all over.

Not that there is any very great danger with an experienced steersman at the wheel. The very best of the river pilots are the men who take the boats through the Lachine Rapids, among their number being such heroes as Louis Jackson, "Big John," and "Big Baptiste," whose daring exploits led to his head being pictured on the ten-dollar bills of Canada. But it is always a very thrilling experience.

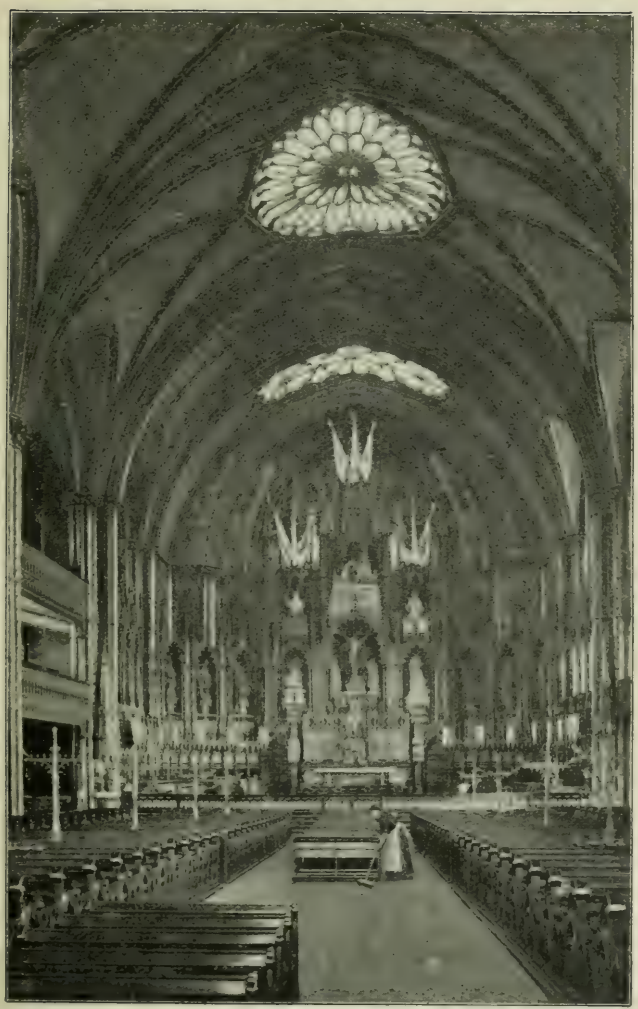


Photo: W. Notman & Sons, Montreal.

ROMAN CATHOLIC CATHEDRAL OF NÔTRE DAME, MONTREAL.

For three miles the pilot must steer his flying boat along "a squirming, twisting, plunging thread of water, that changes its crookedness from day to day, with wind and tide." In that thread alone is safety; on either side lie the sinister-looking rocks, from whose sharp teeth no vessel and no human being could hope to escape.

A Tale of Heroism.

There are other more or less dangerous rapids on the St. Lawrence, including those of Long Sault, some seventy miles above the Lachine, the Coteau Rapid, Cedar Rapid, Split Rock Rapid, and the Cascades.

On the Ottawa River there are several rapids, one of them—also known as the Long Sault—having been the scene of an historic encounter.

In the days when Maisonneuve was governor of New France—in 1660—the Montreal settlement was threatened with extinction by a large force of Iroquois Indians. To avert the danger, if possible, a young Frenchman named Daulac, or Dollard, Sieur des Ormeaux, volunteered with sixteen others to ascend the river and hold the Indians in check. They set out, fortified themselves in an old palisaded fort in the Long Sault Pass, and there, with five friendly Indians added to their number, the little band for many days braved the fifteen hundred Iroquois warriors.

Only when every one of the gallant defenders had been struck down did the savages gain entrance to the enclosure. But so obstinate had been the

Photo: W. Notman & Sons, Montreal.

THE McGILL UNIVERSITY, MONTREAL.

resistance, and so many of them had been slain, that the Iroquois abandoned their enterprise, and Montreal was saved.

The "Habitants."

Almost the whole of the province of Quebec is inhabited by French-speaking people. English is spoken mainly in the cities and in the southern portion, which is known as the Eastern Townships. In the valley of the St. Lawrence the French Canadian *habitant* still lives in much the same way as his fathers did in the time of Champlain and Frontenac.

Here, in village after village, one may hear nothing but the French tongue, and meet with nothing but French ways and customs. The houses, churches, and even the dress of the people everywhere remind one of France, just as do the names of the village settlements themselves, commemorating Ste. Anne, St. Louis, St. Etienne, St. François, and many other saints in the Roman Calendar.

The *habitant*—Jean-Baptiste is the name by which he is familiarly known—is a picturesque figure of a picturesque country. A simple, contented, easy-going farmer, a Roman Catholic by religion, he moves very little with the march of events. Outside the towns he usually wears clothes of warm homespun, with blue woollen cap, ornamented with a tassel, and in winter his legs are cased in moccasins with long leather tops.

Jean-Baptiste does not make as good an agricul-

Photo: W. Notman & Sons, Montreal.

ICE-CUTTING NEAR MONTREAL.

turist as his neighbours in Ontario, but he is a steady worker, and thrives wonderfully. Large families are the rule, and not the exception, among them. A goodly proportion of the men engaged in the lumbering industry is drawn from the French districts, and the French-Canadian is greatly in demand as a workman in mills and manufactories.

Just as he still speaks the French of a century or more ago, so does Jean-Baptiste cling to the old-world ways of the early settlers. Sir Gilbert Parker in his stories has given us life-like pictures of the *habitant*, the modern *courcur de bois*, and other types of French Canada, with their quaint dances and *chansons*, their traditions and customs.

In those places where the French-Canadian resorts to English a peculiar *patois* is spoken. Besides Sir Gilbert Parker, one of Canada's poets, W. H. Drummond, has made this familiar to readers in this country. Here are two stanzas from "De Papineau Gun," a very typical poem:—

"Mon père he leev to Grand Boulé, so smarter man you never see,
Was h'alway on de grande hooraw, plaintee—w'at you call dat?—Esprit.
So w'en dey form wan compagnie, all dress wit' tuque an' ceinture sash,
My fader tak' hees gun wit' him, an' marche away to Saint Eustache.

"'Poleon, hees sojor never fight more brave as dem poor habitants;
Chenier, he try for broke de rank, Chenier come dead immediatement.
My fader shoot so long he can, an' den he's load hees gun some more,
Jomp on de river quick like flash, an' try for pass a l'autré bord."

CHAPTER V.

ROUND ABOUT ONTARIO.

THE great province of Ontario, once known as Upper Canada, is the third largest in the Dominion, British Columbia and Quebec occupying first and second places. But in importance, in wealth and population, it easily takes the lead.

ARMS OF ONTARIO.

Extending from James Bay in the north to the Great Lakes in the south, it covers a total area of 260,862 square miles. Manitoba and Keewatin bound it on the west and north-west, while on the east it adjoins Quebec.

After the conquest of Canada, as we know, thousands of United Empire Loyalists made their homes in Ontario, and as the fertility of the soil became known other settlers quickly followed in large numbers. The population of the province is now over 2,000,000 people, most of whom are engaged in agriculture.

The more settled districts are in the southern and eastern parts, the north being largely forest land.

Rivers and Lakes.

The St. Lawrence and the Ottawa, which drain the southern portion of Ontario, are the two principal rivers. The former is one of the great rivers of

the world, having a length in all of 2,000 miles, and being navigable from its mouth to the Great Lakes. The upper portions of the St. Lawrence are known as the St. Louis, the St. Mary, the St. Clair, and the Niagara.

The Ottawa, which forms the boundary between Ontario and Quebec for several hundreds of miles, is the largest tributary of the St. Lawrence. It was known to the old French explorers as the Grand River.

Owing to the many other rivers in Ontario, water-power for manufacturing purposes is readily available.

In lakes the province is also very rich. Among the largest are Lakes Simcoe, Rideau, Nipissing, Nipigon, Lake of the Woods, and the Muskoka Lakes. Mention must be made also of Lakes Ontario, Erie, Huron, and Superior, half of which Canada claims as her own.

The Muskoka Lakes.

The Georgian Bay district of Lake Huron is a favourite pleasure resort for Canadians, but it is surpassed in beauty by the Muskoka Lakes, situated in the highlands of northern Ontario. They number from 800 to 1,000, each lake being studded with pretty islets.

Here in the summer months thousands of people from all parts find their way to camp, fish, shoot, sail, and in other ways enjoy themselves.

It is said that Canadians have altered the old adage, "See Naples and die" to "See Muskoka

SUNRISE ON LAKE SUPERIOR.

before you die, and the visit will probably prolong your life."

The Thousand Isles.

Between Kingston and Brockville on the St. Lawrence is the famous expansion of the river which is known as the Lake of the Thousand Isles. In a length of some forty miles are 1,700 or more picturesque islands of varying size, some of them with hotels and boarding-houses upon them.

Many of these islands are private property, being owned by wealthy Canadians and Americans, whose country houses they contain.

In the summer season the Lake is thronged with pleasure-seekers. Excursion steamers, yachts and canoes dot the surface of the water, and merry parties of picnickers are in evidence everywhere. It has been well described as "a perfect paradise for holiday makers."

The Long Sault Rapids.

Assuming that we are passing through the Thousand Isles in a steamer on our way down the river to Montreal, we shall find there are some rapids to be negotiated, unless our boat goes by way of the canals.

There are first the Galoups and the Rapide Plat; then come the Long Sault Rapids, which were referred to in the preceding chapter. The last-named are nine miles long, and if not quite as dangerous as the Coteau, Cedar, or Lachine Rapids lower down, they are tumultuous enough for

anyone who likes the experience of "shooting" them.

The Pilot.

Come into the steersman's cabin on the forward deck of our steamer and watch the pilot at work as we enter the rapids. A tall, swarthy-skinned man he is, with a dash of Indian blood in his veins, and not a little of the silent, stoic, Indian nature. With both hands on the six-foot wheel, he peers steadily through the window ahead of him, watching every eddy, every foam-flecked rock that shows in the turmoil of waters.

By his side stand three men in oilskins, ready to help him put the boat over at a critical point, and at the cry "Hip! Bas! Hip! Bas!" ("Up! Down! Up! Down!") their strong hands grasp the spokes to turn the great wheel as he commands.

Never once is it at rest after we have entered the rapids, but spinning, spinning, always this way and that, while the vessel shoots like a snake along the tossing white line of water.

Agriculture.[1]

The leading industry of Ontario is agriculture. Farming has been made a speciality, experimental farms under government supervision being maintained at Guelph and Ottawa.

The richest agricultural district is to the westward, where grain and cattle are chiefly raised. In the eastern section dairy farming ranks first.

Photo: W. Notman & Sons, Montreal.

THE LONG SAULT RAPIDS.

Orchard Land.

Several parts of Ontario, notably the districts by Lake Huron and Erie, are celebrated for their fruit produce. Near Hamilton the country appears to be one vast orchard. Splendid apples, grapes, peaches, and strawberries are grown here, and it well deserves its name of "the Garden of Canada."

Maple Sugar.

Canada's climate is not tropical enough for the cultivation of the sugar cane, but in its place she has the maple tree, the sap of which yields a delicious syrup and sugar.

The maple sugar harvest begins in early spring, when the farmer taps the trees. A wooden or iron spout is driven into the trunk of the maple a few feet from the ground, and when the sap rises under the sun's rays it flows rapidly out through the spout into a bucket provided for the purpose.

From this sap, when boiled in the "sugar house," a dark syrup is obtained for which there is a ready market, or it may be further treated to make a very sweet sugar.

In Ontario and Quebec there are maple groves without number, and the tree has become so highly esteemed that its leaf has been adopted, with the beaver, as Canada's national emblem.

Other Industries.

Lumbering was the original occupation of the settlers in the province, and there is still a large

timber trade carried on. Immense areas in northern Ontario are covered with forests of valuable trees. The spruce yields the best material for making wood pulp, and the manufacture of this is yearly increasing. At Sault Ste. Marie are the largest pulp mills in the world.

The salt and oil industries are also becoming important. The former product is pumped from big wells at Windsor, Sarnia, and other towns. A lucrative oil region is being worked a little further to the south, where petroleum has been found in large quantities.

Mining for gold is successfully carried on in the Rainy River region, while copper is found extensively near Parry Sound.

In manufactures of various kinds Ontario has made rapid progress, and in this important industry the province may be expected to take the leading place.

Toronto.

The provincial capital of Ontario is Toronto, the "Queen City." It was originally known as York, having been founded by some Empire Loyalists in 1793. The Indian name of Toronto (meaning "a place of meeting") was given to it in 1834, when the city received its charter.

Situated on the northern shore of Lake Ontario, Toronto holds a commanding position. It is one of the outlets of the north-west trade, exporting timber, grain, horses, wool, and various manufactured articles.

A great feature of the city is its very fine public parks. Queen's Park, High Park, and the Horticultural Gardens are beautifully laid out. For purposes of recreation there is also the Island in the bay. On this long sandbank are hotels and pleasure-grounds, offering amusements in large variety to the crowds who cross over in the ferries.

Osgoode Hall.

In addition to the provincial Houses of Parliament and the University, the Superior Courts of Ontario are situated in Toronto. The building in which the latter are held is called Osgoode Hall, being named after the first Chief Justice of the province.

It is a large, solid-looking structure, in the Italian Renaissance style, and is rather more imposing than the new City Court House a few streets away.

The Law School, which is held in Osgoode Hall, is well attended by students, for whose use there is a magnificent legal library of 25,000 volumes.

Niagara Falls.

A favourite excursion from Toronto is to the great Falls of Niagara, about fifty miles distant. They are best reached by taking the steamer across Lake Ontario and up the river as far as Lewiston, after which one proceeds by train.

Niagara ("thunder of waters") is one of the world's greatest natural wonders, and it has been more written about, perhaps, than any other place.

Photo: Macklethwait, by permission of the Canadian Government

OSGOODE HALL, TORONTO.

As most people know, there are two great falls—the Canadian, or Horseshoe, and the American Fall. A small island, on the very brink, divides them.

The Horseshoe Fall is the widest, being 3,010 feet across, but it is a few feet less in height than the American Fall. The latter is 167 feet high and 1,060 feet wide. The enormous volume of water pouring over both these all day long, all the year round, save when impeded by ice, is estimated at many millions of cubic feet per minute !

Harnessing the Falls.

To utilise the immense force of Niagara's flood, power-houses have been erected near the falls; and here, by means of canals, the water is conducted into large wheel-pits.

Electric power is supplied from these houses to numerous manufactories and mills, and is even employed to run the street cars of Buffalo, over twenty miles away.

The Cave of the Winds.

There are several interesting excursions to be made at Niagara. One may go in a little steamer called the *Maid of the Mist* up to the very foot of the falls and be drenched in spray, or an exciting trip may be taken right behind the water of part of the American Fall.

One end of the latter is cut off by a tiny islet known as Luna Island, and below this a venturesome person years ago discovered that the rush of

THE HORSESHOE FALL, NIAGARA.

water had hollowed out the cliff at the back so much as to form a large cave.

Through this opening visitors are conducted by a guide. Suitably clad in oilskins, because of the spray, they first traverse a slippery, frail-looking wooden bridge at the base of the fall, and then, reaching the entrance to the cave, join hands and sidle along a narrow ledge of rock with the mighty volume of water behind them, and the wind and spray choking and blinding them.

At the other end they come out on a wooden stairway which runs up the cliff face not far from where they started.

The Whirlpool Rapids.

Lower down, below the Suspension Bridge, are the famous Whirlpool Rapids, in attempting to swim which Captain Webb lost his life.

Here, in a narrow gorge, a mile long, the Niagara River is forced at such a speed that the water is actually twenty feet higher in the centre than at the edges !

At the end of the rapids is the Whirlpool. Flinging itself madly at the opposing cliffs, before swinging off to the right, to Lewiston, the torrent forms a terrible maëlstrom, which ceaselessly eddies and swirls as if convulsed by some hideous, gigantic monster in its depths.

Ottawa.

Though not the chief city of the province, Ottawa, as the Dominion capital, takes a prominent place. It is a handsome, well-built city of nearly

60,000 inhabitants, and has large commercial interests.

Ottawa owes its origin to the Rideau Canal, which was constructed at an immense cost to connect Lower Canada (Quebec) with Lake Ontario during the troublous war times. The settlement then made was known as Bytown (after Colonel By, the chief engineer); as it increased in size and importance it received its charter as a city, and was re-christened Ottawa.

In the same way that Washington was selected as the capital of the United States, Ottawa was chosen in 1858 to be the official Dominion capital, in order to put an end to the conflicting claims put forth by Quebec, Montreal, Toronto, and Kingston.

Rideau Hall.

The Dominion Houses of Parliament are the chief feature of Ottawa, their sandstone buildings being placed in a commanding position on a bluff overlooking the Ottawa River.

Next in importance comes Rideau Hall, the residence of the Governor-General of Canada. It is a large though plainly built house standing in pretty grounds, which are best seen in winter. Then the skating pond and the great toboggan slide are thronged with merry parties, presenting an animated scene.

In the vicinity are the Rideau Falls, on the river of that name; while not far distant are the larger and finer Chaudière Falls. The water-power here is used, as at Niagara, to furnish electricity

for the city, as well as to work the powerful saw-mills. Great piles of lumber are usually to be seen on the Ottawa at this point.

Other Cities.

Among the other important cities of Ontario are Hamilton, London, and Kingston. The first-named is the "Birmingham of Canada," having big manufactories and considerable commerce by land and water. It ranks as the fifth largest city in the Dominion.

London, a hundred miles or so to the south-west of Toronto, is the flourishing centre of a rich farming and fruit-growing district. It is situated on the River Thames in the county of Middlesex, and further keeps up its association with the British metropolis by having a Regent Street, Oxford Street, Pall Mall, Piccadilly, Hyde Park, and Westminster and Blackfriars Bridges.

Kingston is a big city on Lake Ontario at the point where the St. Lawrence leaves it. It has important manufactures, and is a naval and military station. Here are to be seen the large University of Queen's College, one of Canada's leading educational institutions, and the Royal Military College, where a number of cadets are annually trained.

At one time, between the years 1841 and 1844, Kingston enjoyed the distinction of being the seat of the Canadian Government.

CHAPTER VI.

THE PROVINCE OF NOVA SCOTIA.

No province of the Dominion has undergone so many vicissitudes of fortune as Nova Scotia. For many years in the early history of Canada it was a shuttlecock tossed between France and England in the ever-changing game of war, and more than once there was no little danger of this valuable colony being irretrievably lost to us.

ARMS OF NOVA SCOTIA.

We owe our possession of this and the other maritime provinces of Canada to the statesmanship of Pitt and the generalship of the men—Amherst, Wolfe, and Boscawen—whom he selected for the vigorous campaign against the French in the New World.

Early Discoverers.

The story of Nova Scotia begins with the visit of John and Sebastian Cabot in 1497. The first North American land these voyagers sighted was the northern extremity of Cape Breton Island.

It was on the discoveries made on this memorable voyage, in which Prince Edward's Island was also touched upon, that England's claim to Nova

Scotia—and, indeed, North America generally—was based.

Acadia.

Following the Cabots, as we know, came Jacques Cartier, the French explorer. Soon after his return to France in 1536 a company of gentlemen adventurers was formed to exploit the region described in the royal commission as "La Cadie." By this name—or, rather, that of Acadia—the future province of Nova Scotia, with a considerable portion of the adjacent territory, was to be known for a long time.

Under De Monts, Champlain, Poitrincourt, and other French leaders, the Acadian settlements struggled on, until one day in 1614 Captain Samuel Argall in an English warship suddenly swooped down on Port Royal, their headquarters, and utterly destroyed it.

Sir William Alexander.

The French colonists took some time to recover from this blow, but at last Port Royal rose from its ashes. In the meantime, however, a Scottish nobleman, Sir William Alexander (afterwards Earl of Stirling), had obtained a grant of Acadia from James I. of England.

He now set about peopling his new possession, which he renamed Nova Scotia (*i.e.* New Scotland), and a small settlement of Highlanders was made in Port Royal.

To complete his scheme, Sir William persuaded the king to create an order of baronets of Nova

Scotia, each of whom was to contribute to the founding of the colony, and to receive a small share of land. Unhappily, war broke out between France and England, and the ambitious Scotsman's plans fell through.

Ups and Downs.

The shuttlecock game now began in real earnest. Port Royal was captured and recaptured again and again, according as each country gained the ascendency. By the Treaty of Breda, in 1667, the whole territory was ceded to France, but after twenty-two years it once more changed hands.

And so the struggle for dominion went on until in 1713 Acadia was formally given up to England, together with Newfoundland.

The island of Cape Breton still remained a French possession, and here our rivals commenced to construct the extensive fortifications of Louisbourg on the southern shore.

This great fortress, which, when completed, had a garrison of 10,000 men, not only protected the fisheries, but served as a valuable base of operations in war time.

Louisbourg eventually became dangerous to British interests. It was attacked by a colonial force in 1745, and thirteen years later was reduced by a strong force under Generals Amherst and Wolfe.

The French Acadians.

Some years previous to this victory the French settlers in Acadia had made themselves very trouble-

some to their English masters. The majority were tools in the hands of the French government agents, who incited them to harass the Scottish colonists.

On the side of the French were the Indian tribes, the Micmacs, Abenakis, and others—cruel, treacherous savages, who waged a merciless war during the hostilities until they were held in check.

In 1755 some twelve thousand of the French Acadians, who refused to take the oath of allegiance to England, were expelled from the colony.

This proceeding, which Longfellow has immortalised in his poem, "Evangeline," has given rise to much controversy among historians, most of whom defend the governor's action on the ground that the safety of the country demanded it. The French Acadians, although avowed neutrals, were undoubtedly in arms against the English, and at that critical period, when France was about to make a determined effort to regain her lost power, they formed a serious menace.

About two-thirds of the people thus expatriated from Grand Pré, Minas, and other villages in the Annapolis valley, returned to the province in after years, and their descendants to-day constitute an important element in the population.

Later Years.

The most notable events in the subsequent history of Nova Scotia are the arrival of several thousand Empire Loyalists from the revolting

American colonies, and the inclusion of the province in the Dominion of Canada in 1867.

It was through these same Loyalists, by the way, that Nova Scotians gained their peculiar nickname. Hearing the refugees proudly call themselves "True Blues," because of their adherence to the English flag, the rebels in derision at once dubbed them "Blue Noses," and the name stuck.

A Maritime Province.

A glance at the map shows us that Nova Scotia is the most easterly part of Canada. Cape North, at the extremity of Cape Breton Island, is quite 200 miles from the New Brunswick mainland.

Except where the Isthmus of Chignecto joins it to the sister province it is entirely surrounded by water. On the west is the Bay of Fundy; on the north is the Gulf of St. Lawrence; while to the east and south stretches the great Atlantic Ocean.

With Cape Breton Island, it is about 350 miles long by about 120 miles broad at its widest part. Elsewhere it narrows to eighty and fifty miles in width.

Cape Breton Island.

This portion of the province is of particular historical interest, for with its fortress of Louisbourg it was the scene of many desperate struggles in the eighteenth century. As at the present time, it was then a valuable possession on account of the fisheries.

For over thirty years Cape Breton was a separate

province, with Sydney as its capital. It was incorporated with Nova Scotia in 1820.

The chief feature of the island is the great inland sea known as the Bras d'Or Lakes. The larger of these is forty-five miles long by about twenty wide, the smaller one being only ten miles long and six miles across at its broadest part. These salt water lakes are famous for their beautiful scenery, and are much frequented by tourists.

It is in Cape Breton that most of the descendants of the original Scottish settlers are to be found. In Antigonish, Baddeck, and other towns and villages, Highland family names—such as MacDonald and Grant—are much in evidence, and a number of the inhabitants can still speak nothing but Gaelic.

At Sydney is published the *Mac Talla* (The Echo), the only newspaper in the world which is wholly printed in Gaelic.

Many Harbours.

Above all things, Nova Scotia is remarkable for its numerous fine natural harbours. Most of these are on the southern coast. It is stated that the number of ports capable of accommodating ships of the largest size is more than double those on the whole of the United States seaboard.

To the east of Halifax, which is by far the finest, there are twenty-six harbours, of which half can accommodate British warships. On the western side there are no fewer than fifteen beautiful ports and harbours of magnificent proportions.

Photo: W. Notman & Sons, Montreal.

HALIFAX, NOVA SCOTIA.

Halifax.

It was its obvious value as a naval station that led to Halifax, the capital city and seat of government, being colonised by English settlers in the year 1749.

During the wars that followed it assumed more and more importance, being the rendezvous of Wolfe's fleet and of the ships that were employed against the American revolutionists. It was not long, therefore, before it came to rank as the chief naval and military headquarters of British North America.

Some idea of the extent of its harbour may be gained from the statement that it could contain at the same time all the vessels in the navies of Great Britain, France, Germany, and the United States. If desired, the whole of our navy might manœuvre upon its broad waters with the utmost ease.

One can readily understand why the Indians in olden time gave it the name of Chebucto, "the greatest of havens."

Halifax, of course, has its Naval Yard, with large storehouses, machine shops, and powder magazines. It covers fourteen acres in all, and is one of the biggest and best-equipped dockyards in the Empire.

Very near to it is the immense Dry Dock, the largest in the Dominion, and with few rivals elsewhere. Its dimensions are given as follows: length, 613 feet; width, 102 feet at top, and 70 feet at bottom.

The Citadel.

As a military station alone Halifax stands out among the world's stations. No other place in America is so strongly fortified.

On Citadel Hill is the great fortress, with glacis, moat, and huge bastions, on which are mounted very powerful guns. The Duke of Kent, father of Queen Victoria, commenced the construction of this when in command of the garrison in the years 1794–7, and the War Office completed his work.

More important, however, are the fortifications in the harbour. Along the shore each side, lining the approach to it, and on George's Island in the centre, are several forts and batteries of great strength. With the additional protection of submarine mines, Halifax may well be regarded as impregnable.

A City of Soldiers.

As a rule, the garrison of the city numbers some 2,000 men, comprising line regiments, artillery, engineers, and detachments of other corps and departments which go to form a military centre. It is a city of soldiers, and church parade on a fine Sunday morning, when nearly all the troops turn out, is a sight never to be forgotten.

Prominent among the massed soldiers on such an occasion are to be seen the men of the Fifth Royal Garrison Regiment, with their red tunics and white helmets. These are almost all veterans, picked from various corps after the last South African War.

Industries.

The fisheries have always been the leading industry of Nova Scotia, and they are likely to continue so. Some 25,000 men are engaged annually in the harvest of the sea, a year's yield being often close on one-third of that of Canada's total " catch " in value.

Lumbering is not carried on so extensively as in former years, the forests being well-nigh exhausted. In ship-building many thousands still find employment, but the industry has fallen off since steel vessels began to take the place of wooden ones. At one time Nova Scotia was pre-eminent in this respect, and was renowned for owning more ships for her size than any other country.

Gold, coal, copper, and lead mines are now worked in many districts with successful results. The collieries especially have a big output. Cape Breton is the seat of the coal industry of the province, and is becoming famous also as the headquarters of the iron and steel trade of the Dominion.

Farming and fruit-growing are also making rapid progress. Who has not tasted Nova Scotia's far-famed apples, of which great quantities are exported to England?

CHAPTER VII.

NEW BRUNSWICK AND PRINCE EDWARD'S ISLAND.

Up to the time of its separation from Nova Scotia, in 1784, the story of New Brunswick is partly the story of Acadia. It was in this province, on the Isle of St. Croix (now Doucet's Island), that the Sieur de Monts and Champlain made their first settlement before founding Port Royal.

ARMS OF NEW BRUNSWICK.

In the troublous years between 1713 and 1758 New Brunswick was a hotly disputed district, the French finally declaring that the Acadian territory ceded to England did not extend westward beyond the river Missiguash. The Chignecto Isthmus thus became the scene of much fighting.

On one side of the river was the French Fort Beauséjour, and on the other the English Fort Lawrence. In 1755, when Fort Beauséjour was captured, the frontier question was practically decided.

It was not until eight years later, however, that New Brunswick was recognised as a part of the British Empire.

Inhabitants.

The people of New Brunswick are chiefly of English, Scottish, and Irish stock. Settlers came

to the St. John River from the colony of Massachusetts as early as 1762, and after the close of the American revolutionary war in 1783 large numbers of Empire Loyalists found their way thither.

The French population, about one-sixth of the whole, are descended mainly from the Acadian colonists who were driven forth from Nova Scotia in 1755. They made their homes in the Madawaska Valley, and in the counties bordering on the Gulf of St. Lawrence.

Farming is the occupation of the majority of those outside the larger towns, the soil being well adapted for growing wheat and other cereals.

Of the aboriginal Indians hardly more than a thousand now remain.

A Lumber Province.

Although the largest of the maritime provinces, New Brunswick has the smallest population. This is due principally to the fact that nearly all the northern portion is still covered with forests.

Lumbering divides with agriculture the honour of being the chief industry. Down the St. John, St. Croix, Miramichi, and Restigouche rivers in the spring great quantities of logs are floated to the saw-mills, and there cut into deals and scantlings and boards, ready for export.

The pine forests have been greatly thinned by the lumberman's axe, but the spruce supply shows no signs of becoming exhausted. This tree, fortunately, reforests rapidly.

In the Forests.

New Brunswick is a splendid hunting-ground for the sportsman, even more so than Nova Scotia. The old French explorers noised its fame abroad as a wild game preserve, and its deer and fur-bearing animals were much sought after.

Caribou, Virginia deer, and bears are plentiful, but the chief attraction for big game hunters is the moose. Thanks to the stringent laws, this king of the deer tribe is increasing.

The raccoon, wolverine, mink, otter, lynx, and beaver are found in large numbers, as well as hares ; while for less ambitious sportsmen there are wild geese and other varieties of game birds in the vicinity of the lakes.

A Portage.

In ascending or descending many of the rivers of the province—as in other parts of Canada—the traveller is frequently brought to a full stop by rapids and waterfalls.

He has then to take to land with his canoe and let his Indian guides carry it along the banks to the next starting-place. This is known as a "portage."

The Fisheries.

The valuable fisheries of the maritime provinces have always been among their chief sources of wealth. Ever since the days when the sailors of Brittany and Devon came over the ocean to fish for cod on the Newfoundland Banks and round

the entrance to the Gulf, vast numbers have been engaged annually in this industry.

Next to Nova Scotia the province of New Brunswick shows the largest returns in this respect.

The St. John River.

The St. John, the largest of New Brunswick's rivers, is 450 miles in length, and for some distance forms the boundary between the province and Maine. It received its name from the French explorer, De Monts, who arrived at its mouth on the day of St. John the Baptist, June 24th, 1604.

At its head waters, and on the banks of its many large tributaries, the St. Francis, Madawaska, and Nashwaak, among others, are immense stretches of forest, which make it the greatest lumber river in the province.

An Indian Legend.

The most picturesque part of the river is near Aroostook, where the Grand Falls are to be seen. Here, just above a long rocky ravine, the St. John plunges over a precipice about seventy-five or eighty feet high, sending up clouds of snow-white spray.

The falls are not so large as several others in Canada, but they rank among the finest in point of scenery, the setting of dark cliffs and masses of pine trees making them very impressive.

In connection with the falls there is a romantic story told. Hundreds of years ago, it is said, before the white men's advent, the country of the

Malicete Indians was invaded by a band of Mohawks. On their way down the river the latter made prisoners of two Malicete girls, and compelled them to act as guides.

The Indian maidens took their places in the canoes and bade the rowers paddle on. As they approached the cataract, the thunder of which could be plainly heard, they assured their captors that the noise came from a neighbouring stream and that there was no danger ahead.

Reassured, the Mohawk "braves" swept onwards in their canoes, and, too late to save themselves, were dashed over the falls to death. The Malicete heroines, who had sacrificed their lives for their loved ones, perished with the others.

Fredericton.

Some distance down the river, about eighty-four miles from its mouth, is the city of Fredericton, the capital of New Brunswick. It is not so large as St. John, but it is little less important.

Here are the Parliament Buildings, the provincial University, and the residence of the lieutenant-governor.

The University fees are very moderate, so that students of all classes can avail themselves of its advantages. This is all in accordance with New Brunswick's admirable system of education.

All through the province are common schools and superior schools, mostly maintained by the people, the New Brunswickers' theory being that

the property of the country should pay for educating its children.

St. John.

At the mouth of the St. John River stands the famous city of that name. Founded in 1783, on the site of an old French post, by a body of United Empire Loyalists, it soon grew in importance, and is now one of the most prosperous cities on the eastern coast.

St. John is becoming Canada's great winter port, for its splendid harbour, with ample accommodation for vessels, is always free from ice. Besides being known for its immense shipments of lumber, it is the terminus of the Canadian Pacific Railway, and so forms the outlet for a large proportion of the western provinces' produce.

In the number, tonnage, and size of its shipping it is only surpassed in the British Empire by Liverpool, London, and Glasgow. It is also a considerable manufacturing centre.

More than any other Canadian city, St. John has suffered from fires. In 1837 and later years it was the scene of destructive conflagrations, which swept over a large district and caused great loss of life.

The most serious outbreak, however, was in the year 1877, when about half of the city was burned down. In this great fire thousands of people were rendered homeless and penniless, and nearly thirty million dollars' worth of property was destroyed.

How terrible a forest fire in New Brunswick may be was evidenced in 1825, when the region

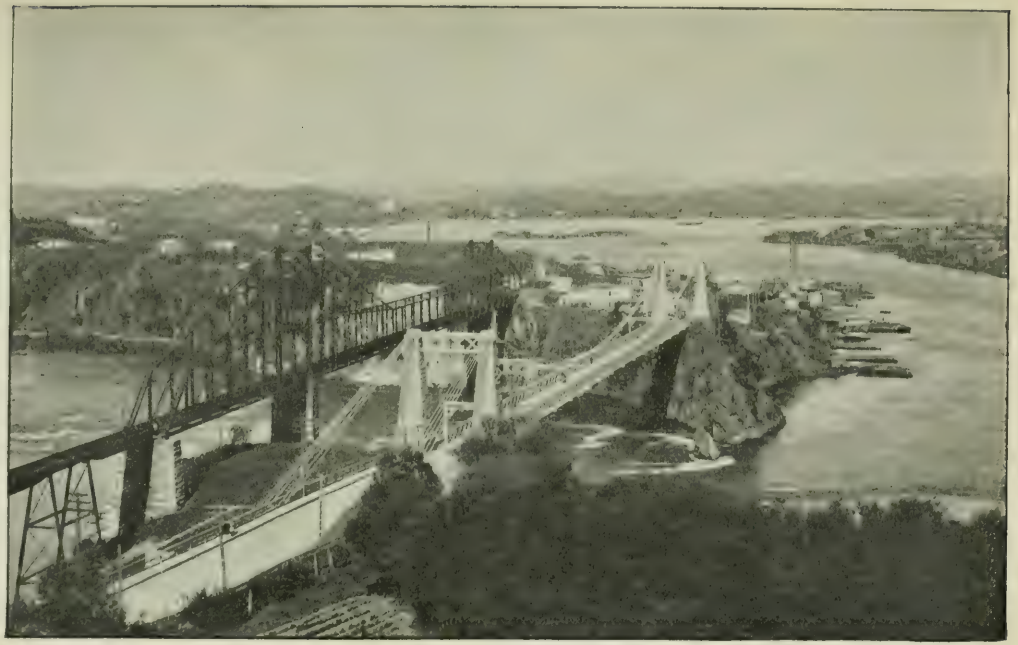


Photo: W. Notman & Sons, Montreal.

ST. JOHN, NEW BRUNSWICK.

(Showing the "reversible" falls under the bridge.)

drained by the Miramichi was devastated. On this occasion the fire raged over some three millions of acres, laying waste one of the most valuable lumber districts.

The "Reversible" Falls.

Every visitor to St. John is taken to see the famous "reversible" falls, as they are called, at the point where the river flows through a narrow gorge into the Bay of Fundy. A good view of them is given in the illustration on the previous page.

The channel is less than five hundred feet across here, and when the tide is out there is a fall of ten or fifteen feet.

A remarkable characteristic of the Bay is its high tide, which sometimes rises to fifty and sixty feet. At this part of the river the tide rises about twenty-five feet, and the curious result is that the force of the inrushing water, being stronger than the river's current, entirely reverses the fall.

The Bay of Fundy.

The extraordinary height of the tides in this bay is said to be due to its funnel-shaped form. In its upper part, where it narrows considerably, a "bore" or tidal wave is generally formed.

With these tides come quantities of a rich reddish sediment, which is deposited on the low-lying shores of New Brunswick and Nova Scotia, making the soil here very fertile. Large portions of the marshes have been cultivated with success, the farmers having but to re-admit the sea through the dykes when the soil needs fresh fertilising.

Prince Edward's Island.

Just across the Northumberland Strait, off the New Brunswick coast, lies Prince Edward's Island, which was elevated to the dignity of a province in 1770.

ARMS OF PRINCE EDWARD'S ISLAND.

The smallest of the provinces of the Dominion, with an area of only 2,184 square miles, it enjoys the distinction of being the most thickly populated in proportion to its size. Its inhabitants number 103,000.

Scottish Colonists.

The first permanent settlers were a few French Acadians, and for many years after it became an English possession, at the fall of Louisbourg, colonisation proceeded slowly.

Early in the nineteenth century the Earl of Selkirk further peopled it with nearly a thousand Highlanders, as had been done in Cape Breton Island. These Scottish immigrants throve rapidly, and their descendants to-day form quite one-half of the entire population.

The Garden of the Gulf.

Thousands of people flocked to the little colony when the richness of its soil became widely known, and it was not long ere pretty nearly the whole of the island was under cultivation, earning it the name of "the Garden of the Gulf."

A natural fertiliser called "mussel mud" has a great deal to do with keeping the soil rich. This mud is composed of the remains of innumerable

shellfish, and extensive deposits are found in the bays and river estuaries. During the winter months it is collected in quantities by the farmers and spread as a manure over their lands.

The Capital.

Charlottetown, on the New Brunswick side, is the capital. It is a flourishing city which does a big export trade in farm produce and fish.

In Canadian history it is notable for having been the place at which the delegates of various provinces first met together to discuss the question of union.

Ice-Boats.

In summer time there is a service of steamers between the island and the mainland, but in winter there is usually only one boat running. This is the *Minto*, a vessel constructed especially for ice-breaking.

When the ice brought down by the northern current is too thickly packed for the boat to force its way through, its place is taken by peculiar row-boats, which are provided with two keels. They are rowed in the usual way in open water, but on reaching an ice-floe they are hoisted up and pulled across the ice like a sleigh.

Another ice-breaking vessel, called the *Stanley*, runs as a mail-boat between Prince Edward's Island and Newfoundland. As may be imagined, in crossing the gulf, where through pressure of wind and tide the ice may pack very heavily, the boat has often a most hazardous passage.

CHAPTER VIII.

THE GREAT COMPANY.

BEFORE proceeding westward to look at Manitoba of to-day and the rich country of the north-west, or to thread our way through the Rockies into British Columbia's forests, we must turn our attention for a while to the Hudson's Bay Company, which prepared the way for the inclusion of this wide-reaching territory in the Dominion of Canada.

The story of the "Great Company," as the Indians were wont to style it, forms one of the most interesting chapters in the world's history. We should be astounded nowadays if a single trading company were to propose to govern the whole of Europe, but the area controlled by the Hudson's Bay Company in Canada was very little less. And over this immense district for two hundred years it ruled wisely and firmly.

As may be imagined, in a country which for so long was a battle-ground of the English and French, its supremacy was not maintained without strong opposition, and so we find the record of the Company's progress one of continuous struggle.

At the same time it is one that teems with romance. The fur-traders who set out into the wilderness to barter with the savages for skins

of beaver, fox, marten, and other animals, led lives of adventure that could not be outdone in fiction. Explorers and pioneers of civilisation, these men were the first to open up the vast unknown country stretching far away to the Arctic Ocean in the north and to the Pacific in the west; and round the rough forts which they built sprang up many a settlement that grew in after years to the dignity of a town.

The Great Company was originally formed with the intention of securing part of the Canadian fur trade for England; but, as its boundaries extended and its influence increased, it became of national importance.

How well it did its work in settling the land and in keeping order among the red men, half-breeds, and other turbulent spirits of the north-west, was evidenced when the day arrived for the territory under its rule to pass into the hands of the Government.

Groseilliers and Radisson.

The history of the Hudson's Bay Company begins with two famous *coureurs de bois*, the Sieur des Groseilliers and his brother-in-law, Pierre Radisson.

In the early years of the seventeenth century, when the French Company of the Hundred Associates was deriving huge profits from its fur monopoly in Canada, these venturesome trappers pushed deeper into the interior with a view to extending the trade. They discovered the rich fur country

round Hudson's Bay, and endeavoured to persuade the Quebec authorities to establish a trading-post there, but their efforts were in vain.

A happy chance gave them an introduction to Prince Rupert, cousin of King Charles II., who readily promised them his assistance. The scheme was just of the nature to captivate his imagination.

Under his patronage a small expedition was despatched to Hudson's Bay, where a fort was erected and negotiations with the savages commenced. The glowing account which Groseilliers sent back to England resulted in more goods for trade being sent out, and so satisfied were the Prince and his supporters with the prospects that they decided to form a company.

The Merchants-Adventurers.

In 1670, therefore, the "Honourable Company of Merchants-Adventurers Trading into Hudson's Bay" was incorporated, with Prince Rupert at its head.

The new association had a charter of monopoly from the King, and was given very full powers in Rupert's Land, as its domain was called.

It enjoyed the right to build castles and forts, to establish "garrisons and colonies, plantations, towns, and villages," in any places within the limits of its own territory, and to appoint governors and other officials to control the same.

It was also authorised, if occasion arose, to declare war upon "any prince or people whatsoever, that are not Christians."

Without quite realising all that lay before them, but determined to fight the French on their own ground in the matter of the fur trade, the Adventurers set out boldly to take possession of their kingdom.

Troublous Times.

The news of the English post at Hudson's Bay quickly reached the ears of the French at Quebec. It was claimed by the latter that "New France" included the whole of that region, and on this assumption—erroneous as it was afterwards proved to be—they challenged the newcomers' right to trade.

French trappers were now sent out to draw the Indians away from the English, a plan that was not without success. Open attacks were made on the forts and the buildings destroyed, the packs of furs intended for the Company's ships were intercepted and stolen, and no effort was spared to drive the intruders from the Bay.

As years passed by, and still the Company's factors persevered in their enterprise, French hostility increased. The Chevalier de Troyes and the Sieur d'Iberville, among other leaders, waged a fierce and incessant warfare on the English fur-traders, until, in the end, the Merchants-Adventurers retained but two or three small posts.

A Fresh Start.

Despite these severe blows they pluckily held on. Many a petition was sent to the King and Parliament demanding redress for their wrongs;

but nothing was done until in 1713, by the Treaty of Utrecht, the Hudson's Bay region was restored to England.

The work of reorganising the Company was now taken in hand, and from this date for a number of years it continued to make steady progress.

By the traders' wise policy friendly relations with the various Indian tribes were strengthened, so that the consignments of furs that found their way to the London storehouses grew in size and value each succeeding year.

Inside a Factory.

The chief officials at a factory in those days consisted of a governor, an under-factor, a surgeon, and often the master of a sloop. These formed the council, which decided all matters of local importance, but as a rule the governor himself had absolute authority.

A strict discipline was exercised over the clerks and other servants, who were seldom allowed outside the precincts of the fort. Many of them only held converse with an Indian very occasionally, so fearful was the governor lest anyone should do some bartering on his own account and defraud the Company.

To such a trading-post in summer and winter came half-breed trappers and Indians alike. The former generally travelled in parties of four or more, bringing their furs down the streams in canoes where possible. In winter they carried

them in bundles on their backs, or hauled them on small sleighs through the forest.

How the natives came to trade is graphically described by a recent writer.*

"The Indians† brought down their goods, consisting of beavers, martens, foxes, and feathers, to the factory, and delivered them through a small aperture in the side of the storehouse. They entered the stockade three or four at a time; trading one by one at the window, behind which two men officiated.

"The whole of the actual trading of the factory was in the hands of these two officials, known as traders. None other of the Company's servants at any fort were permitted to have direct intercourse with the Indians, save in exceptional circumstances.

"The trade was chiefly carried on in summer, when the rivers were free from ice, although occasionally the natives in the immediate region of the factories came down in winter, the factors never refusing to trade with them.

"Fifty miles for a single pound of powder was nothing to these Indians, who had often journeyed two whole months in the depth of winter, enduring every species of toil and hardship in order to bring down a small bundle of peltries; nor when he presented himself at the trader's window was the

* Mr. Beckles Willson in his book, "The Great Company."

† The Indian tribes who traded with the Company included the Sioux, Assiniboines, Crees, Chippewas, Ojibbeways, Blackfeet, and Crows.

COUREURS DE BOIS INDIAN
TRAPPERS OF THE NORTH-WEST.

Indian by any means sure what his goods would bring.

"He delivered his bundles first, and the trader appraised them and gave what he saw fit. If a series of wild cries and bodily contortions ensued, the trader was made aware that the Indian was dissatisfied with his bargain, and the peltries were passed back through the aperture. This was merely a form, for rarely did the savage make a practical repentance of his bargain, however unsatisfactory it might appear to him."

Coloured beads and cheap toys were the articles of trade first employed, but later on guns, powder, and shot, among other useful commodities, were exchanged for furs. For a shirt three or four beavers would sometimes be given by an Indian, while a blanket often fetched seven or eight skins.

The North-West Company.

For many years towards the close of the eighteenth century the Hudson's Bay Company suffered from the rivalry of French-Canadian fur-traders. These men, more experienced and more daring in their dealings with the savages than the English and Scottish factors, soon began to absorb a considerable portion of the trade.

In 1784 the Montreal merchants, who had made numerous profitable ventures through these *courcurs de bois*, combined to form an association under the title of "the North-West Company." This association was destined to be the most powerful and

bitter rival that the Great Company was ever called upon to face.

As the "North-West" grew in size and importance, its outposts came into contact with those of the English company, and disturbances in which blood was shed became alarmingly frequent. Many of the chief traders were men of violent character, whose high-handed measures often precipitated matters.

In 1811, when Lord Selkirk bought a great tract of land in the Red River valley and brought over a number of Scottish colonists, matters came to a crisis. The French half-breeds, known as Bois-Brulés, were incited to rise against the new settlers and commit several outrages.

After a desperate struggle the Hudson's Bay Company gained the upper hand, with the result that the North-West Company was amalgamated with it, and the feud came to an end.

A Race for Furs.

While there was intense rivalry between the two companies before this happy issue was brought about, the quarrels among the traders themselves were fortunately not always of a tragic character. Sometimes their endeavours to outwit one another had an amusing aspect, as in the following story.

On one occasion, in mid-winter, the men at a Hudson's Bay fort learned that an Indian hunting party was coming their way with a store of skins. To prevent the traders at a neighbouring North-West Company's fort hearing of this, they invited

the latter to a big ball, and entertained them royally with dancing and feasting.

In the meantime, some of the Hudson's Bay men set off with well-loaded sleighs for the Indian encampment, where they purchased all the skins, making a rich haul.

The next day the North-Westers' scouts reported the presence of the party of Indians, but when the traders reached the camp they found they had been forestalled. Then the significance of the previous night's ball dawned upon them, and they swore to be revenged for the way in which they had been tricked.

A month or two later the North-West men fell in with a Hudson's Bay train as both were on their way to another Indian camp to buy skins. The Hudson's Bay Company men quite expected trouble from their rivals, but to their surprise the others evinced a very friendly spirit.

When a halt was called the two parties sat together round a big fire and drank each other's healths, while one after another sang songs or told yarns. The traders of the Great Company were led to partake freely of the liquor, so much so that they at last lay on the snow in the heavy sleep of intoxication. Now came the opportunity for which the North-Westers had been waiting.

The latter quickly tied their helpless rivals on to the sleighs and started the dogs back towards the fort; then they trudged gaily on to the Indian camp, and this time had all the furs to themselves.

Exploration.

Through all this time of trouble the Great Company had been doing notable work in exploring the interior. Their charter had imposed on the Merchants-Adventurers the duty of seeking a north-west passage to the east; but although this was not actually discovered until McClure and Belcher in 1853 sailed through Bering's Strait and Baffin's Bay, some of their servants had found and surveyed many large rivers.

Vérandrye, a famous French explorer, had built Fort Rouge, where Winnipeg now stands, in 1735, and eight years later penetrated as far west as the Rocky Mountains.

In his steps followed Samuel Hearne, the discoverer of the Coppermine River; Simon Fraser and John Stewart, whose names were given to newly found streams in the west; and Alexander Mackenzie, a member of the North-West Company, who traced the source of the noble Mackenzie River.

Many others, we are told, did their work as faithfully and well, leaving their mark in the unknown interior, but they have won far less fame. Only a solitary outpost, bearing such a name as Fort Resolution or Fort Enterprise, survives here and there to remind us of these early pioneers, the men who pushed their way like the explorer of whom Kipling writes:—

> Up along the hostile mountains, where the hair-poised snow-slide shivers,
> Down and through the big fat marshes that the virgin ore-bed stains,

Photo: Steele & Co., Winnipeg.

CANADIAN DOG TRAIN AND REMAINS OF OLD FORT GARRY, WINNIPEG.

Till they heard the mile-wide mutterings of unimagined rivers,
And beyond the nameless timber saw illimitable plains!"

Fort Garry.

The Red River settlement, founded by Lord Selkirk, eventually became the headquarters of the Great Company, and here Fort Garry was erected.

This famous fort was strongly built, having stone walls some ten feet high, mounted with cannon and fitted with loopholes for riflemen. Within the enclosure were the governor's residence, some storehouses, a gaol, and other buildings of wood.

When the Hudson's Bay Company parted with its territory to the Crown in 1870, Fort Garry became the centre of the first Riel rebellion, to which reference was made in an earlier chapter.

At the present day only a portion of the old stone fort remains in Winnipeg (as shown in the illustration) to remind one of the stirring days before that city had grown to any size. The Company's more modern building stands a little distance behind it.

Still in the Field.

The Hudson's Bay territories passed under the control of the Dominion Government, as just noted, but the Great Company itself did not die out. To-day, with Lord Strathcona at its head, it is still a flourishing and influential organisation.

By the provisions of the agreement the Company retained a considerable number of trading

posts with certain large tracts of land, and at these stations—126 in all, from Labrador to Alaska—the fur-trade is actively carried on.

Travelling in remote districts in winter time one occasionally comes across a small trading post, or meets a Hudson's Bay factor trudging along in snowshoes by the side of his sleigh and dog-team. With his half-breed servant, and the Indians who are encamped near his "fort," he is usually the sole inhabitant of the wilds.

Now and again a party of white fur-trappers may come down the river in canoes to visit him, and then his solitude is brightened for a few days, and he learns some news of the outer world.

His house, which is built of logs, contains three or four rooms. Close by is a large shed, in which are stored all the furs that the Indians have traded for blankets, tobacco, guns, and other articles.

All around his "fort" are open stretches of snow-covered prairie, frozen lakes, and dark pine forests, the same that greeted the eyes of his predecessors in the olden times when the Great Company was just beginning to plant its feet in the north-west and make its name known and respected.

CHAPTER IX.

MANITOBA AND THE NORTH-WEST TERRITORIES.

With the end of the Hudson's Bay Company's rule in the Red River settlement, the province of Manitoba sprang into being. It is one of the smallest of the divisions of the Dominion, but it is the richest in fertility of soil.

ARMS OF MANITOBA.

Through Manitoba into Assiniboia and Saskatchewan runs the great prairie wheat-belt that has gained for Canada the name of "the Granary of the Empire."

To look over the wheat-fields west of Winnipeg at harvest time, to travel 300 miles through an apparently limitless sea of golden grain, makes it hard for one to realise that only thirty years ago this vast expanse was all unbroken prairie, the home of the bison and wild deer, so rapid and complete has been the transformation.

In estimating the possibilities of Manitoba as a grain-producing country it is necessary to speak in millions. Close on 3,000,000 of acres of wheat, oats, barley, flax, and rye were in crop one year recently, the total yield in bushels having been over 85,000,000.

The grain itself, besides being so plentifully

grown, is the finest in the world, what is known as "Manitoba No. 1 Hard" ranking first. No other soil can produce it, for nowhere else can such excellent climatic conditions be found.

Over the Prairies.

In these advanced times the railway runs through Manitoba, branching off to various important places; but years ago, when the early settlers arrived here, travelling was a very different matter.

Then the journey across the plains was made in waggons and carts drawn by oxen, and several weeks were often occupied in a trip.

Intending settlers used to join a waggon train that was starting for some distant point. Their carts, bearing their families and household goods, would follow in the long line that slowly rumbled over the prairie, while they themselves rode or walked by the side of the track.

When rivers were encountered the waggons had to be floated across if there was no convenient ford, and as accidents were always liable to happen, the journey was usually a most toilsome one.

Winnipeg.

In this prairie land, somewhat to the south of the centre of Manitoba and at the junction of the Red River and the Assiniboine, stands Winnipeg. The capital of the province, it is also the principal city in the north-west.

Since the days when Fort Garry was built here,

and a Scottish settlement formed in the Red River valley, Winnipeg has made tremendous strides. It now has a population of quite 60,000, its streets are wide and well made, with fine buildings lining them on each side, electric cars whiz along the main thoroughfares, and everywhere one sees signs that speak of business energy and enterprise.

Although Winnipeg is within the Wheat Belt, the country in the immediate neighbourhood has not been farmed to the extent that is possible. The city is important as the receiving and distributing point of the wheat grown in Manitoba and the North-West. More wheat is now received annually at Winnipeg than at Chicago.

Main Street.

This, the principal thoroughfare of the city, is a broad, well-paved street, as may be seen by the picture opposite. It is 132 feet wide.

One of the things that most strike the stranger who sees Main Street for the first time is the number of foreign folk whom he meets. Russians, Finns, Swedes, Germans, and people of other nationalities may be seen here very frequently, for Winnipeg is a centre for the distribution of emigrants as well as of grain.

From this point, where the railway dumps them down in hundreds, they disperse all over the north-west, settling individually on farms or in communities, as the Doukhobors and others have done.

In winter time, as in other Canadian cities, Winnipeg's streets are thronged with sleighs.

Photo: Steele & Co., Winnipeg.

MAIN STREET, WINNIPEG.

Besides numerous private vehicles there are carts and carriages of all sizes and kinds that have been "converted" by being placed on runners, and the jingling of many-toned bells greets the ear as they glide to and fro.

It is in Main Street that the curious sight of moose in harness may be witnessed. Horses are the customary steeds for sleighs, but a well-known citizen of Winnipeg some time ago successfully "broke in" a pair of young moose, and these now carry him many a mile in his cutter when the snow lies on the ground.

The University.

With all its bustle of business, its stores, land offices, and banks, Winnipeg has other claims on our attention. Here are to be seen Manitoba College, an important educational institution, and the new University.

The latter, which has several colleges, is the leading University west of Toronto, and thus gives the city considerable importance as a seat of learning.

Manitoba as a whole is well provided with schools, the education of its children being the especial care of the provincial government. In every township land has been set aside, from the sale of which money has been obtained to form a general education fund.

Grain Elevators.

A hundred and thirty-three miles to the west of Winnipeg, beyond Portage la Prairie, is Brandon,

the chief grain market of the province. It is a handsome, populous town of the prairies, remarkable for the huge elevators which raise their heads by the railway line.

In these structures the wheat sold by the farmers is stored ready for transport by rail and steamer to the leading markets.

Brandon's elevators have storage for over 300,000 bushels, but these are beaten by the giant ones at Fort William (the old headquarters of the North-West Company) on Lake Superior. The latter have a capacity for no fewer than 3,000,000 bushels of grain!

All along the railway line, at almost every station in the great wheat-belt, are groups of these tall, brick-red elevators. They are unsightly, perhaps, but they tell a wonderful tale of Manitoba's wealth.

The Lakes.

Lakes Winnipeg, Winnipegosis, and Manitoba are broad sheets of water, where the sportsman is sure of getting good duck shooting.

There is capital fishing in these waters, too, and in the summer months big parties of anglers camp on the banks and in the adjoining woods.

The name Winnipeg, it may be noted, means "muddy water," but this does not apply so much to the lake as to the waters of the Assiniboine and the Red River, where they join. The stream at this part is much discoloured by silt.

The North-West Territories.

Between Manitoba and Hudson's Bay on the east, and British Columbia and Alaska on the West, lies a great region of sparsely settled country. This has been broken up into the "Provisional Districts" of Assiniboia, Saskatchewan, Alberta, Athabasca, Keewatin, Mackenzie, and Yukon.

When these have become more populated and have acquired sufficient importance, they will be admitted into the Dominion as provinces. Pending that time they are grouped under one government (with the exception of the Yukon, which is administered separately), and are known as the North-West Territories.

Assiniboia and Alberta are at present the most important districts, the former being a fine wheat-growing country in its eastern portion. In Assiniboia was situated the celebrated Bell Farm, which was originally 80,000 acres in extent. It was found in time that farming on such a large scale could not be carried on by a single company, and so the estate was divided into separate holdings. Even then, however, some of the furrows ploughed on the farm were of an incredible length.

Alberta, with Calgary and Edmonton as its chief towns, is a great ranching country. Owing to the Chinook winds, which blow down from the western mountains, the temperature in winter is much higher than that in Eastern Canada, and as snow does not accumulate, horses and cattle are able to forage with little if any difficulty.

Assiniboia is nearly 90,000 square miles in

area, and Alberta nearly 102,000 square miles, so it is not surprising that the largest ranches in the Dominion are to be found here.

The North-West Mounted Police.

At Regina, the capital of Assiniboia, is the headquarters station of the North-West Mounted Police, the guardians of the Territories.

This splendid force, which comprises about 900 picked men, controls all this vast region with remarkable success. It was raised in 1873 to keep the Indians and half-breeds of Manitoba in order, and as its usefulness was proved its duties were extended.

All over the Territories the troopers go, commanding a respect that is accorded to no other representatives of the law. In the old days, when lawless characters—both red men and white—were giving trouble in Western Canada, it was feared that the Police would be unequal to the task of preserving order; but this was far from being the case.

The troopers would venture single-handed into the wildest parts to arrest some notorious murderer, horse-thief, or other criminal, in the midst of his associates, and many a tale is told of their daring and heroism. It was their boast then, as it is now, that a policeman never returned without his man.

One of the finest N.W.M.P. officers, Major Steele, once held a large mob at bay at Golden while his constables were conveying a desperado to gaol. The crowd was bent on a rescue, but the

grim figure that confronted them, sword in one hand and revolver in the other, as they swayed about the bridge, was not to be gainsaid, and they melted away.

Saskatchewan.

Like Assiniboia and Alberta, Saskatchewan is thinly populated. It is a rich agricultural country, however, and settlers are being encouraged to take up land there.

Between the north and south arms of the great Saskatchewan River is a particularly fertile region. In the future this district will no doubt be much sought after, and on the desolate plains where wandering traders now pitch their tents large farms and thriving towns will spring up.

To the north of Saskatchewan lie Athabasca, 252,000 square miles in area, and Mackenzie, "the Great Lone Land," which is about twice as large. These immense districts are reported to have good agricultural and mineral land, but at present they are given over to the Hudson's Bay fur-trapper, the Indian, and herds of caribou and other animals.

Keewatin, Ungava, and Franklin, on the east and north, are similarly unsettled. The last-named region, which includes the Arctic islands, is the home of Esquimaux, and is only visited by an occasional exploring party.

The Yukon.

The Yukon district, in the north-west corner of the Dominion, contains the gold-mining region of Klondike, which suddenly sprang into fame in 1897.

Photo: W. Notman & Sons, Montreal.

TRADERS OF THE SASKATCHEWAN.

In the days of the rush the miners had to make their way thither along snow-covered trails over the mountains, a journey of great difficulty and hardship. Nevertheless, thousands of gold-seekers poured into Klondike through the Chilkoot Pass and by other routes, to stake out their claims and in many instances make large fortunes.

Dawson, the capital of the Yukon, is linked by steamer and railway with Skagway, 600 miles to the south, on the Pacific coast. In winter, when the Yukon River is ice-bound, communication with the various parts of the district is maintained by means of dog-trains.

There are several of these services weekly, one even to far-off Cape Nome. The dogs which draw the sleighs are Esquimaux, or, more generally, what are called "huskies," a variety produced by cross-breeding. They are harnessed in single file by traces of raw hide attached to wooden crosspieces that pass round the chest and neck.

These Esquimaux and "huskies" are terrible fighters and among every team of sleigh dogs (seven or more in number) there is invariably one known as the "king" dog, who has fought his way up to the top. So long as his rule is not too severe he is obeyed by the rest of the team, but should they rebel his fate is swift and certain.

CHAPTER X.

BRITISH COLUMBIA, "THE BRITAIN OF THE PACIFIC."

In the preceding chapter we have peeped into Manitoba and explored some of the corners of the vast North-West Territories; let us now follow the great rolling prairies far away to the westward, to the first range of the Rocky Mountains, between which and the Pacific Ocean lies the largest of all the provinces.

ARMS OF BRITISH COLUMBIA.

This is British Columbia, the most mountainous and in many respects the most beautiful part of Canada.

Some writers have styled this western province "the Britain of the Pacific," and when we come to consider its geographical position, its commercial importance as the outlet to Japan, China, New Zealand, and Australia, its immense natural resources and possibilities of development, we must admit that the title is no empty boast.

Early Days.

The story of British Columbia's growth may be briefly told. The province has not passed through any such troublous times as those in the east of

Canada, and the record is merely one of discovery and settlement.

Juan de Fuca, a Spanish navigator, it was who first visited its shores. In 1592 he sailed through the straits which still bear his name and explored the channel.

The next arrivals of any note were Captain Cook, in 1778, and Captain Vancouver, whose name was given to the large island off the coast.

The Fur Traders.

Among those who in the earliest days of settlement made their way to the newly found country were some Russians, who started a lucrative trade in furs. After them came the Hudson's Bay Company, already well established in the north-west.

The Great Company in time ousted its rivals, and trading posts were to be found all over the province. It was this activity on its part which preserved British Columbia and the greater portion of the North-West territory to the Crown.

The Gold Rush.

A great rush of settlers followed seven years later, when gold was first discovered.

In a very little time thousands from the over-crowded Californian gold-fields poured into British Columbia, travelling up the Fraser River and by difficult trails.

A large number of the new arrivals were men of the worst type, reckless and criminal; but the

authorities dealt sternly with all cases of lawlessness, and order was established in the community.

Confederation.

The mainland of British Columbia was made a Crown Colony in 1858, nine years after Vancouver Island, but during the mining "boom" they remained separate. In 1866 they were united under one Government, and in 1871 they entered the Confederation.

In taking this last step the stipulation was made that a railway should be constructed to link the province with the remainder of the Dominion. Little or nothing was done for ten years, when the works were under Government control, but on being taken over by the present company, in 1881, the Canadian Pacific Railway, extending from Vancouver to St. John, in New Brunswick, was quickly completed.

Victoria.

Picturesquely situated at the south-east corner of Vancouver Island is Victoria, the capital of the province. It has about 25,000 inhabitants, and is said to be the most English city in Canada.

Fort Victoria was its name in the days of the Hudson's Bay Company, and like many other towns in British Columbia, it sprang into being with the gold "boom."

It is an important commercial centre, carrying on a large trade in canned salmon, lumber, and coal. In the sealing season it is the headquarters of the Canadian fur-sealing fleet.

Government Buildings.

The new Government buildings in Victoria, of which a photograph is given on the opposite page, rank among the finest in the Dominion.

They are constructed of a beautiful pearly-grey stone, and occupy a commanding position overlooking James Bay, an arm of the harbour.

In the centre is the Parliament House, where the legislative assembly meets. The government of the province is here administered by a lieutenant-governor, an executive council, and the assembly just mentioned.

Chinatown.

A unique part of the city is the Chinese quarter, where about three thousand Celestials reside. It is a veritable Chinatown, similar to that in San Francisco and other American cities, with its own peculiar customs.

The Chinaman came to British Columbia in the "rush" of '56, and established himself as a feature of the gold-diggings just as he had done in California.

With characteristic patience, he will settle on a claim abandoned by a white man and work steadily away at it, finding very little of the precious metal, perhaps, but managing to accumulate sufficient for his needs.

Many of his brethren are employed on the railway as workmen, while others are in demand as servants. The laundry business is perhaps the most flourishing in Chinatown.

Photo: R. Maynard, Victoria, British Columbia.

NEW PARLIAMENT BUILDINGS, VICTORIA, BRITISH COLUMBIA.

Beacon Hill Park.

One of the city's "sights" is the beautiful pleasure ground of 300 acres, known as Beacon Hill Park. Here there are woods and meadows, lakes and ponds, and walks and drives in pleasant variety.

There is also a small Zoo, where many of the animals and birds native to British Columbia are kept in captivity.

The broad slopes of Beacon Hill form a splendid place of assembly in times of public rejoicing. On Sunday, June 20th, 1897, a grand service was held here to celebrate Queen Victoria's Diamond Jubilee, and many thousands of people gathered together from all parts.

Esquimault.

Only a few miles from the capital is Esquimault, the station for the British North Pacific squadron. In the harbour and Royal Roads there are almost always two or three men-of-war to be seen at anchor.

This "Gibraltar of the Pacific" is not so strongly fortified as Halifax, but it is being strengthened considerably with powerful batteries and guns. It has a very fine dockyard with a dry dock of large dimensions, in which a battleship can be readily repaired.

Vancouver.

The largest city on the mainland is Vancouver, the western terminus of the Canadian Pacific Railway, and the port whence start the various

Photo: R. Maynard, Victoria, British Columbia.

JUBILEE SERVICE ON BEACON HILL, VICTORIA, BRITISH COLUMBIA.

steamship lines to Japan, China, Australia, and elsewhere.

It is new as Canadian cities go, for its rise practically dates from 1885; but it has rapidly grown into a handsome, well-built town, with a population equal to that of Victoria.

To the west of Vancouver is the beautiful Stanley Park, wherein are to be found some cedars of giant growth. Several of these trees are three and four hundred feet high, with a circumference of nearly fifty feet at the base.

One of the treats for a visitor to the Park is to drive in a carriage and pair right through a giant cedar which has been hollowed out for the purpose.

Salmon Canning.

It is in British Columbia that the great salmon rivers of Canada are found. The Fraser, the Columbia, and the Skeena are the most important, these streams being stocked almost to overflowing.

Near to Vancouver, on the banks of the Fraser River, is the city of New Westminster, which is remarkable for its many canning factories. Here in the season, which lasts almost continuously from spring to autumn, the fish are netted in great quantities, boiled, and canned in hermetically sealed tins for exportation.

It is a wonderful sight to see the river during the "salmon runs." The water is literally packed with struggling, gleaming fish on their way to the spawning grounds, and one could pull out buckets full with the greatest ease.

The Columbian salmon is rather smaller than that of the Atlantic waters, but it averages from ten to fifteen pounds in weight.

Lumbering.

Along with mining and fishing, lumbering is one of the chief industries of the province. Marvellous as are the mighty rivers with their myriads of salmon and other fish, one is even more astounded at the incalculable wealth of timber which British Columbia possesses.

Stretching far away to the north among the mountains, and all along the coast line, are great forests where the towering Douglas fir, the pine, cedar, spruce, and other varieties of trees grow.

Nearly two hundred million feet of lumber was the output of the saw-mills in 1903, and yet this industry is still in its infancy!

Gold Mining.

More important than either lumbering or fishing, however, is the mining industry of British Columbia. Gold, silver, iron, lead, and copper mines are very extensively worked.

It was the discovery of gold, as already noted, which swelled its population in the fifties, and transformed it from a fur-hunting reserve into a thriving colony, and since that time the precious metal has been among the principal products.

The first "boom" was in the Cariboo district by the upper waters of the Fraser River. Other tracts of land were soon after surveyed, with the

result that mining towns sprang up like mushrooms.

At the present time the Kootenay region, with Rossland, Nelson, and other towns as centres, is to the fore.

Then and Now.

Before the introduction of scientific methods it was all surface or placer mining in the gold fields. This explains why so many claims were quickly worked out and abandoned, the miners' implements being very primitive.

A great deal of gold dust was then found in the river beds, and extracted by means of the washing pan.

Nowadays hydraulic and quartz mining have given a fresh impetus to the industry, and many old disused claims have been successfully reworked.

In the hydraulic process a very powerful stream of water is shot into the side of the hill in which gold has been located. As the earth and gravel are loosened they are quickly shovelled into sluice boxes, long wooden washing machines such as shown in the illustration, where the gold is separated from the earth.

For quartz mining expensive machinery is required, the quartz having to be crushed in order that the gold may be reduced from it.

The Mountains.

Four great mountain ranges traverse British Columbia from north to south. The Rockies, on the eastern boundary, have the highest peaks,

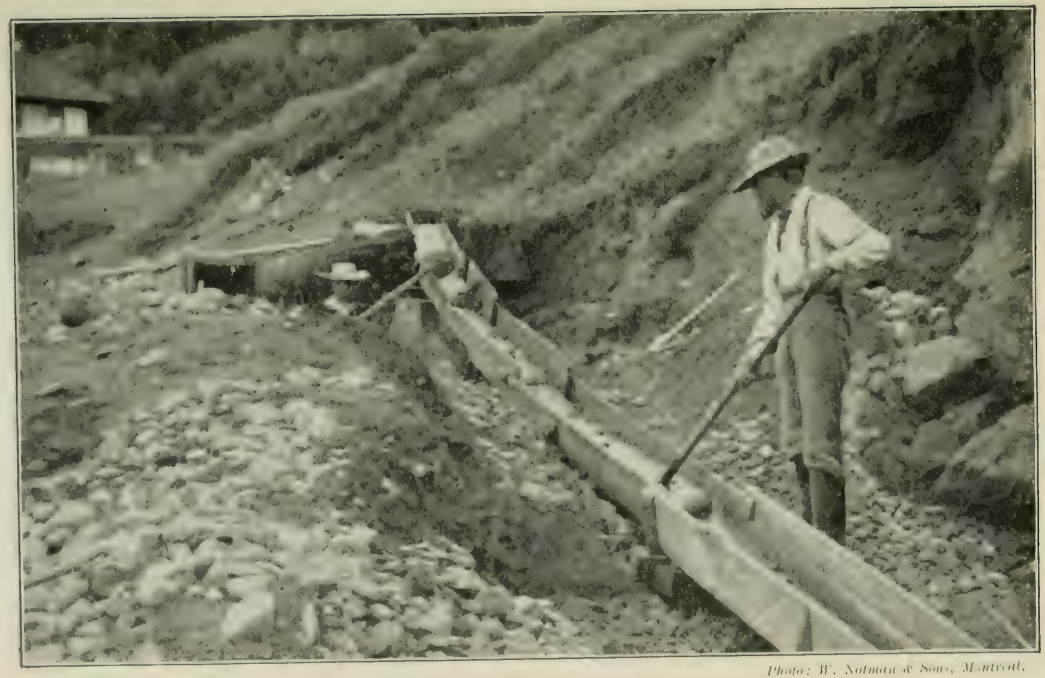


Photo: W. Notman & Sons, Montreal.

GOLD WASHING, YALE, BRITISH COLUMBIA.

notably Mount Stephen (10,425 feet), Wind Mountain (10,400 feet), and Mount Rundle (9,798 feet). Near the last-named is the famous Rocky Mountains Park, which has been set apart by the Government as a national pleasure ground. Here, among other features, are mountains, lakes, hot sulphur springs, rivers, and waterfalls, all within a limit of twenty-six miles by ten.

Next come the Selkirk Range, with Mount Sir Donald (10,662 feet), Mounts Bonney and Sugar Loaf, and the Rogers Peak; and the Gold or Columbia Range with lesser peaks.

In the Selkirks is the great snow-field of the Illecillewaet Glacier, the passage of which taxes the powers of the most experienced Alpine climbers. The scenery in these snow-clad wilds, with the mountains looming overhead, surpasses description.

Lastly, we have the Cascade Range, with, more to the north, the Coast Range extending into Alaska, on the borderland of which are to be found the two loftiest mountains in Canada—viz. Mount Logan (19,539 feet) and Mount St. Elias (18,024 feet).

It is among these mountains that the best big game shooting in Canada is to be obtained, grizzlies and other bears, moose and elk, being plentiful.

CHAPTER XI.

THE ANIMALS OF CANADA.

WAPITI DEER.

At the little village of Banff, in the Canadian Rockies, is to be seen an interesting and pathetic sight.

Here, in a small corral, a few dusky-brown, hump-backed animals, with big, low-hanging, shaggy heads and short curving horns, are ending their days in peace and security. These are North American bison, almost the last remnant of the millions that once roamed over the great prairies. Formerly they were kept at Silver Heights, Lord Strathcona's model farm near Winnipeg.

The Bison.

The bison, or buffalo, as he is commonly though erroneously known, is the most celebrated of Canada's wild creatures.

For centuries he was the mainstay of the Red Indian, providing him with meat for food and with skins for clothing and shelter. Then came the white

hunter with the deadly rifle, and he was shot down without mercy.

The war of extermination began with the coming of the railroads, when access to the buffaloes' haunts was made easy. They were now slaughtered in thousands by Indians and whites alike, and through this senseless, wasteful butchery they became practically extinct.

In years gone by, when the bison were moving over the prairies of the North-West, they are said to have covered the earth as with a black mantle, so numerous were they. Boats on the rivers, and even railway trains, were often brought to a standstill by the crossing of these animals.

The Musk-Ox.

Next to the bison the rarest of North American big game is the musk-ox.

This animal makes his home in the "Barren Grounds" of Northern Canada, the country east of the Mackenzie River and north of the Great Slave Lake. Into this frozen wilderness very few hunters care to venture, and there is thus little fear of his speedy extinction.

In appearance the musk-ox may not be handsome, but he is certainly striking. One sees a huge oblong mass of long brown hair, out of which peers a black-muzzled head surmounted by a pair of broad, downward-sweeping horns. His hairy overcoat is sometimes so long that it actually sweeps the snow on each side as he walks.

Photo, by the Canadian Pacific Railway.

BISON AT BANFF, ALBA, CANADIAN ROCKIES.

The Moose.

More plentiful in the lower latitudes is the great moose, or elk, the largest of the deer tribe. In New Brunswick, Nova Scotia, and the northern parts of Ontario and Quebec, thanks to Government protection, this animal is abundant.

A pair of moose antlers makes a splendid trophy for the sportsman, and in the market a good male's head will fetch fifty or sixty pounds.

In the winter months the moose, like some other deer, "yard up." A family, or perhaps two or three together, will select a favourite cedar or spruce swamp and make this their headquarters, returning to it constantly after going abroad for food.

Sounding the "Call."

Moose-hunters generally follow their quarry on snow-shoes, but a favourite method—borrowed from the Indians—is to attract them by imitating their peculiar cry.

The hunters lie hidden in the forest near a clearing, and one of them blows through a birch horn, varying the sound with his hand. At first the call is low and soft, but when an answer is heard it is repeated louder and louder until the angry bull, eager to face his challenger, crashes through the trees to his doom.

The moose-call is very difficult to reproduce perfectly, and there are not many outside the "old hands" who are expert at this.

The Caribou.

Among the numerous varieties of Canadian deer the caribou and the wapiti are the next

most sought after. They range largely over the North-West.

While the moose is a giant of the forest, sometimes standing seven and eight feet high at the shoulders, the caribou is a smaller and lighter-built animal. It has, however, a remarkably large spread of antlers.

The *foule*, the annual winter emigration of these deer, when they leave their snow-covered feeding-grounds in the north for the southern pine woods, is a sight to be witnessed. They travel in enormous herds, and keep up a low grunting noise all the while they are on the march.

The Wapiti.

A very handsome fellow is the big wapiti, with his beautiful dark brown skin, thick black mane, and branching antlers. Vancouver Island is one of his chosen homes.

A feature of the wapiti is his pugnacity. In the autumn, when he has got his new winter coat and his new antlers, he is a dangerous customer to tackle, as he is full of fight.

The Grizzly Bear.

Of all the wild denizens of North America dangerous to man the grizzly is undoubtedly the most feared. And a terrible enemy he is, with his huge bulk, tremendous strength, and long, sharp claws.

"It is easy enough to kill a grizzly at a good safe distance of a hundred yards or so," says Mr. W. T. Hornaday, a well-known American sportsman, "as

this allows one to fire from three to six shots by the time the teeth and claws get dangerously near. But to attack a fully grown and wide-awake *Ursus horribilis* in bushy ground at twenty or thirty yards' distance is no child's play.

"As an old hunter once quaintly expressed it to me, 'A Grizzly B'ar 'll git up an' come at ye with blood in his eye after he's nominally dead!'

"The point of which is that this bear is so big and so enveloped in long, shaggy hair, his head is so wedge-like, his strength and tenacity of life so great, and his rage when wounded so furious, that at that short range he is hard to kill before he can get in a blow at the hunter."

The grizzly's special home is in the Rocky Mountains and the other ranges of British Columbia.

Black Bears.

There are brown bears, red bears, cinnamon bears, and other kinds; but the big black bear is next in importance. Though not much smaller than the grizzly, he is far less formidable, and his lack of aggressiveness makes him an easier victim.

He has a beautiful coat, which is highly prized by hunters. It is thick and long, but the glossy jet-black fur is all of an even length, compact and smooth.

Very high prices have been given for perfect skins of the black bear.

Smaller Game.

Within the forest-covered mountainous districts of Canada, particularly in British Columbia, lurk

the panther, the lynx, with his curious tufted ears, the grey wolf, and many other wild animals of lesser size.

More attractive to the sportsman are the big-horn sheep and mountain goats.

The Big-Horn.

This wild sheep is a far nobler quarry than the shaggy white-haired goat, and the hunter who desires to bring down an old warrior of a ram must be prepared for a long chase.

The big-horn is a splendid cliff climber, as sure-footed, keen-eyed, and plucky as any of his kind the world over. His leaping powers when, in full flight over the mountains, he springs from rock to rock and launches himself over deep chasms, must be seen to be appreciated.

Snakes.

Fortunately, there are very few varieties of reptiles in the Dominion, and only one really dangerous species. This is the rattlesnake, the *Crotalus horridus* of naturalists.

While gopher snakes and garter snakes are fairly common, the dreaded rattler does not thrive so much as he does in the United States.

The Beaver.

In the estimation of Canadians generally the beaver is the most notable of British North American animals.

As we all know, he has been chosen as the

national crest of Canada, and figures, in an appropriate wreath of maple leaves, on the Dominion Union Jack.

In the early days of the fur traders the beaver was trapped for his skin, and it is still an important article of commerce. A beaver skin used to be the unit of value with the Hudson's Bay factors, being accounted equal to twenty musk-rats' skins, and so on.

A Beaver Village.

The beaver's intelligence has been very highly rated, and not without reason. Watch him at work damming a small stream with branches, stones, and mud embankments, or higher up in a chosen pond building his village of beehive-shaped mounds.

If we look at one of his "lodges" we shall see that it is composed of sticks and grass thickly plastered over with mud. It is oven-shaped, and has one or two entrances some three feet below the surface of the water.

From these openings a sloping passage leads upward to the central chamber. Here is the beaver's living room.

The construction of the lodge is very carefully carried out all through; the floor of the chamber is smooth and hard, the sides are well plastered, and special sticks from which the bark has been stripped are employed in forming the roof. Ventilation is secured through the latter.

This description applies as much to a "lodge"

built on the bank of a river as to one standing in mid-stream.

The Dam.

Before the beaver has started upon his village, however, he has been busy making dams some little distance above and below, in order that the water in his pond may be kept at a proper height.

On these barriers of branches, sticks, etc., strongly held together with earth, he is constantly at work, repairing here and strengthening there. Sometimes the system of embankments, ditches, and canals is very elaborate, and bears evidence of many years' toil.

The beaver is a noted lumberer, too, and along the banks some pointed stumps will often show where with his sharp teeth he has cut down trees for use in his dams.

Other Fur-bearers.

In addition to the bear and the beaver the animals whose fur is most prized in Canada—and out of it, for the matter of that—are the fur-seal, the silver fox, the blue fox of the far north, the otter, wolverine, sable, ermine, and mink.

The fur-seal, which occasioned an international dispute between Great Britain and America some years ago, is not found anywhere on the continent itself, but makes its "rookeries" on the Pribilov Islands in Bering Sea.

CHAPTER XII.

ON FARM AND RANCH.

In Chapter IX. some account was given of the vast grain lands of Manitoba and Assiniboia, and of the ranching country further to the west. Let us now pay a visit to the farms and ranches themselves, and see what up-to-date Canada in the north-west is like.

First of all it must be remarked that farming is the chief industry of the Dominion, and the one that the Government is particularly anxious to foster.

In many provinces experimental farms and colleges have been established for the purpose of investigating agricultural problems, and these render the farmer valuable assistance.

The tide of emigration, too, is being directed to the north-west, where so much of the unsettled districts is suitable for growing grain and other products. In years to come, say sanguine observers, this portion of Canada will be the wealthiest and most populous.

The Wheat Fields.

As wheat is the grain that is most largely cultivated, we will take this first.

There is much wheat-growing done in Ontario

and in the districts of Algoma and Nipissing, in New Ontario, but the biggest farms are west of Winnipeg.

The "black land" here is so fertile that crops have been raised successively for over twenty years without any recourse to manure having been made, and with but little summer-fallowing. If anything the growth is likely to be too luxuriant.

When the new settler proceeds to "break in the prairie" for cultivation he finds that it is a comparatively easy matter. The prairie with its close short grass and flowering shrubs is free from rocks and stones, and is practically treeless. With one or two teams he can plough many acres in a day.

It is this ease with which the land may be ploughed and sown that accounts for the large areas of most Manitoban farms.

In his book "Through Canada in Harvest Time," Mr. James Lumsden records that one may sometimes see points where four 400-acre fields meet, "so that the beholder can look out upon an unbroken expanse of wheat 1,600 acres in extent, estimated to yield from 35 to 40 bushels to the acre."

From Seed-Time to Harvest.

After the settler has well tilled his land in the summer, the frost and snow of winter come to aid in his work further. In April, when he sows his seed, the melting ice in the ground helps it to vegetate quickly in its bed of rich loam.

During the early part of the summer rain-showers are frequent, and what with the regular supply of moisture and the heat of the sun's rays, the wheat soon matures.

By August the grain has "headed" and is ripe for the reaper. Then begins the harvest, when the fields present an animated scene.

The "binders," as the reaping machines are called, rattle noisily along, cutting down the grain in great swathes twenty feet and more in breadth. They are drawn by teams of two, three, and four horses. After each one follows a man to lift the sheaves which the machine leaves in its track.

Harvesting in Canada is by no means a laborious affair. The "binders" are very lightly built, and the corn is "short in the straw." Many people have an idea that the western wheat stands at least six feet high, but this is not so. Canadians farmers prefer to grow short grain, which ripens more quickly, and does not burden them with a quantity of straw.

Threshing.

Having safely got his wheat cut and "stooked," the farmer's next object is to get it threshed. This is usually done for him by a threshing gang, which travels from point to point with a mill.

Owing to the greatly improved methods in machinery, threshing is carried out in a most business-like manner. The sheaves are pitched into the mill as rapidly as two or three men can

REAPERS AT WORK IN WESTERN CANADA.

use their forks, and the machine quickly disposes of them.

By an ingenious arrangement, the straw and chaff is forced into a tube and blown by fans many feet clear of the machine, while the clean grain is separately run into a cylinder, weighed and shot out into sacks in a waggon below. It is most interesting to watch one of these mills in operation and note with what apparent intelligence it does the work.

After the threshing is over the grain is carted off to the railway stations, where it is at once bought by speculators or the agents of eastern flour companies, and stored in elevators. Thence it is shipped to the great ports, to Fort William and Port Arthur on Lake Superior, and elsewhere.

Dairy-Farming, etc.

It must not be supposed that wheat monopolises the attention of the western Canadian farmer. Oats, barley, flax, and rye are raised in very large quantities, together with peas and potatoes.

Dairy farming and poultry farming are also making progress, but these are seen at their best in the eastern provinces.

In Ontario and Quebec butter and cheese making is now of the first importance, hundreds of factories having been built to cope with this growing industry. Anyone who has tasted Canadian cheese can vouch for its excellent quality.

Reference to fruit-growing has already been made in the chapters devoted to Ontario and

Nova Scotia. Several other provinces have lately turned their attention to this branch of farming, British Columbia in particular, and the results have been highly satisfactory.

Ranching.

No other industry in Canada, perhaps, has developed so rapidly as ranching, and become so profitable. Hardly more than twenty years ago in Southern Alberta and the rest of the North-West Territories, there were but a few score of cattle ; now they are to be numbered by hundreds of thousands.

What has conduced to this is the peculiarly nutritive prairie grass, which is fit for feeding upon all the year round.

The ranching section enjoys less humidity than other parts of the north-west, and the various grasses are "cured" on the stalk in the sunny days of early autumn. During the winter the warm "Chinook" wind frequently blows from the west and dries up the snow so quickly that in a few hours it will remove all traces of a recent snowfall, leaving the rich forage bare for the stock.

Even if some snow be left it is said to be no detriment to the feeding of cattle.

This bountiful provision of Nature explains how the great herds of bison were enabled to thrive so wonderfully through the otherwise severe Canadian winter, and how many a horse, abandoned by travellers as "played out," showed up the next spring fat and healthy.

The Cowboys.

The cowboys, who look after the cattle and horses on the ranches, and "round up" the herds for the regular brandings, are a picturesque set of men. Fearless riders and experts with lasso and revolver, they appeal to one's imagination in a way that no other Western type does.

For all the halo of romance with which their life has been invested, however, it is one of hardship and peril. Here is the candid opinion of one who speaks from long experience :—

"The existence of a modern cowboy, or cow-puncher, as he is more generally known in his own land, is not by any means the reckless kind of one that so many youths fondly imagine it to be, although it is considerably less humdrum than many that could be mentioned.

"There are intervals when a cow-puncher's life perhaps approaches the ideal, but they are only intervals, for the all-prevailing round-up, like the venerable chariot of tradition, is for ever rolling along ; and round-ups signify work, and work, too, of a kind that is no sinecure for anyone connected with them, from the captain of the outfit down to the horse-wrangler, as the gentleman in charge of the horse herd is named.

"What with bull round-ups, spring round-ups, beef round-ups, calf round-ups, fall round-ups ; gathering the weak cows on whom the grim and heavy hand of winter is making itself felt ; feeding the young weaners ; herding the half-wild bulls—all these, with many other duties too numerous to

Photo: W. Notman & Sons, Montreal.

HORSE-RANCHING IN THE CANADIAN NORTH-WEST.

detail, fully occupy the lives of those who gain their daily bread by ranching in the Canadian Territories."

A Stampede.

One of the perils the cowboy is often called upon to face is a stampede of the herd he is "rounding up."

Taking fright at some slight cause, the cattle will suddenly break into a wild rush that it seems impossible to stop. The cowboys then have to outride the terrified beasts on their ponies and endeavour to turn them until they move in a circle.

When they have accomplished this they can breathe freely, for the animals will exhaust themselves and the mad race come to an end.

A stampede may occur at any moment, but if it happens at night the danger is increased manifold. There is no hope for the man whose horse trips and throws him in the path of the trampling hoofs.

At a Round-Up.

The many thousands of cattle and horses belonging to the ranches are turned loose on the ranges for the greater part of the year, so round-ups are held each spring and autumn for the branding of the different herds.

Every ranch-owner has his own brand, allotted him by the Government, and with this his stock is all marked. Otherwise, of course, it would be impossible for him to identify his property.

Throughout the ranching district there are several well-equipped round-up organisations which

superintend the business. These relieve the ranch-owners of a great deal of responsibility and trouble.

When a big annual round-up is held the first work of the cowboys is to gather in all the cattle or horses in the district that belong to their particular ranches. Having selected their own stock they proceed to drive them home over the plains.

Not a few of the animals will be found to have wandered away into districts covered by other outfits, but these they know will be returned in due course when their brand is recognised.

The next thing to be done, when the ranch is reached, is to cut out the cows and calves ready for the branding. On their clever ponies, which have been specially trained in this work, the cowboys ride in among the herd and single out the ones they want. These are gradually driven towards the outside until they can be suddenly rushed away to the corrals, where the men with hot branding irons are awaiting them.

In these enclosures the heifers and young steers are deftly lassoed and thrown down, and in a few minutes the owner's private mark is stamped on their shoulders or flanks. Thus branded, they return to the ranges until the next round-up brings them back again to be sold or otherwise disposed of.

Broncho-Busting.

The native pony of the plains—a broncho, as he is called—is giving place to better bred animals. Most of the principal breeds of English horses are

now represented in the Territories, for Canadian ranchers, becoming fully alive to the fact that quality is of more importance than quantity, have been importing Clydesdales, Suffolk Punches, and other good breeds to improve the standard of their stock.

Not long back the breaking-in of the wild horses was one of the exciting duties of a cowboy. Nowadays it is only here and there that this violent system is still in vogue.

To sit on an active broncho, when once he has been saddled, is a task that demands all the nerve, strength, and agility of the best riders. Sometimes it takes several weeks to tame thoroughly one of these little "tiger cats," and by that time both he and the "broncho-buster" have had enough of the game.

With all his faults, however, the broncho, when broken in, makes a splendid steed. He quickly learns obedience, and picks up all the tricks that his cowboy master teaches him to make him useful in camp and corral. In addition to which he is exceptionally strong and hardy, like a true son of the plains.

CHAPTER XIII.

WITH THE LUMBERMEN.

In Eastern Canada, in Quebec and in New Brunswick, there are vast tracts of forest land to be found. Hither in the autumn—the "fall," Canadians call it—large bands of men go to cut down the valuable pine, maple, spruce, beech, and other trees, and shape them into logs ready for rafting down the rivers to Montreal and St. John. These are the lumbermen, the busy workers in one of Canada's most important industries.

Let us imagine that we have joined one of these parties, and accompany them to the scene of their labours.

Off to the Woods.

We are bound for a camp on a small tributary of the Ottawa River. Some months earlier the forest-rangers fixed on this site, and a section of the woods was marked out for the lumberers. Our party consists mainly of young fellows, farmers' sons, and agricultural labourers, with a sprinkling of others, who have been looking forward to this work to keep them through the winter.

The railroad will carry us the greater part of our journey, but big sleighs will be necessary to take us over the rough snow-clad country and along

the forest tracks to our camp. By the time we get there the ground is frozen hard, so we know there will be no difficulty in hauling logs about. As we are among the trees we are sheltered from the winter winds, and the cold does not affect us nearly as much as it did down by the coast.

The Shanty.

Already the shantymen, the regular lumberers who are engaged in the work pretty well all through the year, have set to work to build the shanty for us. There are many French-Canadians—Pierres, Baptistes, and Michels—among the "old hands," for these descendants of the *courcurs de bois* make good woodmen.

As ours is a rather large party—forty in all—we are provided with a long log building with a sloping roof. There is only one door, the other end being closed up.

Along one side are ranged the sleeping bunks, one above another. On the other side is the cook's "caboose," the cooking fire which is to prepare our meals. Our cook is an old hand, and we know we can rely on his bread being light and sweet, and upon an occasional plum duff pudding.

Baked pork and beans will be our staple dish during our sojourn in the woods, with canned beef or fish, rice and tea. The food will have to be carefully portioned out, as we are a long way from any place whence supplies may be obtained, and these only come in at intervals.

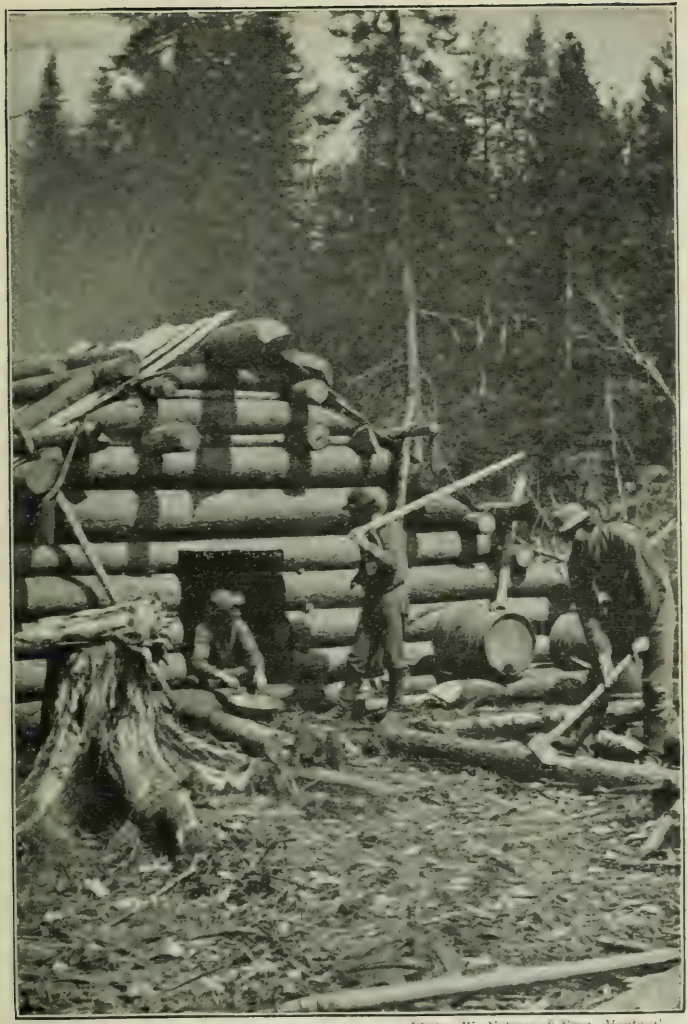


Photo: W. Notman & Sons, Montreal.

LUMBERMAN'S CAMP ON THE NASHWAAK.

Beginning Operations.

An account given by a Canadian writer, Mr. E. R. Peacock, well describes the lumbermen at work.

"When the men reach the shanty," he says, "they are divided by the foreman into four gangs, each with a boss and a special class of work to do. The best men fell the trees and cut them into logs. Another lot drag the logs to a central point for the teamsters, who draw them to the lake or river, while the 'green hands' make roads and clear away brush before the men who are dragging in the logs. Everything moves with the utmost regularity, and an astonishingly large amount of work is done.

"The logs are all drawn to the nearest lake or stream, where they are piled on the ice, or on the bank if the current be too swift for good ice.

"The food supplies are hauled from the supply depôt by men called 'coasters,' each of whom has a team of heavy horses and a large sleigh. They often come sixty or seventy miles through the woods with their loads. Each shanty has a store-house and a stable for the horses."

A Day's Work.

"The men at a lumber camp retire very early and are up long before daybreak. The teamsters rise before three o'clock and feed their horses; half an hour later all have breakfast, and by four they are off to work. About noon they have a cold meal, and at dusk return to the shanty with such appetites as only shantymen have.

"Nothing so sharpens the appetite as the long day among the odorous pines, with the smell of the freshly cut wood and the hard work in the cold air. There are no more healthy or hardy men to be found anywhere than the lumbermen of Canada.

"After supper the men lounge about for an hour or two, smoking, telling stories, reading, playing cards, or carving with their jack-knives. The advent of a newspaper is a great event, and the occasional visits of the missionary are looked on as a pleasant break in the monotony."

When the Ice Gives.

Early in April the ice on the small stream by which we are working will break up, and then will come the most exciting part of the work. The river-men among the lumberers, those most experienced, have noted the signs of the coming Spring, and have seen that all is in readiness for the flood.

All along the banks and on the ice are piles of logs ready to float down the stream as soon as the ice gives. Some distance down the river, about a mile from where it flows into the Ottawa, one or two big booms have been fixed to keep the drifting logs together that they may be formed into "cribs," or small rafts.

Thousands and thousands of logs are now waiting for the river to receive them, and our "boss" is well satisfied with the result of the winter's work.

The Drive.

One night Big Baptiste, the foreman of our gang, tells us that the ice is about to break. Something in the wind, in the "taste" of the air, as he stands among the pines, some subtle sense which long years of forest life have developed in him, whispers of the coming change. And in the morning we know that he was right.

Down the river comes the Spring flood, forcing the ice upwards in the centre, then tearing it into big blocks and tossing it pellmell before it. Some of the logs are soon swinging down stream, and now all the men of the gangs are hard at work pushing in the rest of the lumber, and poling it well into the middle.

When all are afloat and have drifted down to the booms, the "drive" begins. This means that the rivermen must follow the mass of logs tumbling about in the current, and keep them all on the move. Now and again a "jam" occurs. At a narrow portion of the river, where there are some rapids, a heap of logs may suddenly get jammed at the bank or in mid-stream, and stop the progress of the others. Out on to the logs jump a dozen or more men with their long poles, pushing here and prodding there, until at last the foremost of the obstructing logs gives way and the rush begins again.

Dangerous work is this, and it is a wonder that more lives are not lost through it. For as soon as the weighty mass yields to the force of the current

THE DRIVE—LUMBERMEN
AT WORK

the men have to spring across the shifting, rolling logs to get to shore.

They wear boots with sharp spikes in the soles to prevent their feet slipping on the wet wood, but it is their coolness and their dexterity in leaping from one log to another and keeping their balance that does most to save them from almost certain death.

Down to the Mills.

For miles and miles down the river and across the lakes drift the logs, until after some months of travelling they reach the saw-mills, which are erected on the banks. Here by means of machinery they are hauled up from the water, and enter upon the first stage of their career.

The great saws which now slice up the logs into boards of varying thickness and size are wonderful pieces of mechanism. There are two or three kinds employed, of which that known as the gang-saw is the most rapid.

The latter is composed of twenty, thirty, or even forty short straight saws set vertically in a frame, and adjusted according to the width in which the lumber is to be sawn. In about the space of five minutes a gang-saw will cut up a huge log into a number of planks of uniform thickness, a work which would entail enormous labour if it had to be done by hand.

From the gang-saw the boards are carried on rollers to other machines, which trim them and saw them again into various lengths ready for piling in the yards outside.

Afterwards great masses of this timber are formed into rafts, a number of "cribs" being lashed together to form one raft. On these craft the rivermen erect little huts, one of which is used as a cook's "caboose." At the larger rapids and cataracts between the mills and the river mouth, timber-slides or "chutes" have been constructed, so that the sections of the rafts may shoot down without being broken up or at all damaged by the rocks.

The logs we have seen made from the trees of the Ottawa forest and floated down the river now continue their journey to the great St. Lawrence, which the Ottawa joins just above Montreal. Thence they may be rafted down to the city of Quebec, where vessels are waiting to carry them over the ocean to England or elsewhere.

In New Brunswick.

In this large province, the great lumber rivers are the St. John, the St. Croix, and the Miramichi. There are immense forests in the regions through which they run, which yield some of the finest wood in the country. The hardwood forests are especially valuable, as they are very near the ports of shipment, and this wood is in increasing demand.

As the principal manufacturing industry of New Brunswick is the turning of its trees into marketable lumber, the saw-mills of St. John, Dalhousie and other towns give employment to many thousands of people.

The manufacture of wood pulp is growing steadily, and is likely to be carried on extensively within a few years. Spruce is the best of all woods for paper pulp, and New Brunswick has an almost inexhaustible supply of this tree.

In British Columbia.

Far out in the west of Canada are the rich forests of British Columbia, where the lumbering industry bids fair to surpass that of either Quebec or New Brunswick. Of all the provinces in the Dominion it has the finest wooded areas, covering many thousands of square miles and including some forty kinds of timber.

Among the most valuable trees are the Douglas fir, the yellow and red cedar, the white spruce, hemlock, and white pine. The Douglas fir is a giant tree that often attains a height of 300 feet, with a girth of forty or fifty feet at the base.

According to a recent official report, the supply of timber from British Columbia seems to be inexhaustible, despite the number of mills that are working. The density of the forest is so extreme that an acre will sometimes yield 500,000 feet of lumber.

CHAPTER XIV.

TRADE AND COMMERCE.

Some particulars have already been given of the agricultural, lumbering, fishing and other industries of the various provinces; in the present chapter we will look at a few facts and figures about the trade and commerce of the Dominion as a whole, and note the chief causes that have led to the present state of prosperity.

By this means we shall see how rapidly Canada has developed in the past few years, and gain some idea of what the future holds in store for her.

Exports and Imports.

In round numbers, the value of Canada's exports has risen from £11,000,000 in 1868 and £19,000,000 in 1890 to £45,000,000 in 1903.

The principal articles of export are forest products, gold, wheat, farm and dairy produce. The annual tribute of the forest amounts to over six millions, to which the manufacture of pulp largely contributes. This latter industry has grown tremendously of late years. Gold is exported to the value of nearly four millions per year, while wheat represents rather less.

With regard to wheat, however, as the land becomes more settled, the production must increase

enormously. An official estimate of the grain-growing capacity of the north-west in ten years' time alone places it at 300,000,000 bushels of wheat and 100,000,000 bushels of oats, "which would require for transport a train as long as from Vancouver to Montreal."

Then, too, must be mentioned the products of the extensive Canadian fisheries, the greater part of which is exported. The total yearly catch is about £7,000,000 in value.

In the matter of imports—principally iron, steel, wool, cotton, and manufactures of these commodities—a similarly rapid increase is shown by statistics. The total for 1903 was about £48,000,000, double that of the year 1890.

Foreign Trade.

As a manufacturing country Canada is making steady progress, and the growth of her foreign trade has been remarkable.

Agricultural machinery and implements are exported to Australia and New Zealand, pianos, organs, and furniture find their way to British markets, and some of the largest factories in the Dominion are now turning out great quantities of pulp for paper-makers all over the world.

Some measure of the progress achieved in Canada—where, as is well known, a fiscal policy of high protective tariffs obtains—is to be found in the record of foreign commerce during the past few years. "This record," says Mr. Lumsden, "shows that the aggregate foreign trade of 1902,

as compared with that of 1895, had increased to the enormous proportion of 91 per cent., a far greater proportionate gain than that of the United States, even in the years of her greatest prosperity."

Canada's Waterways.

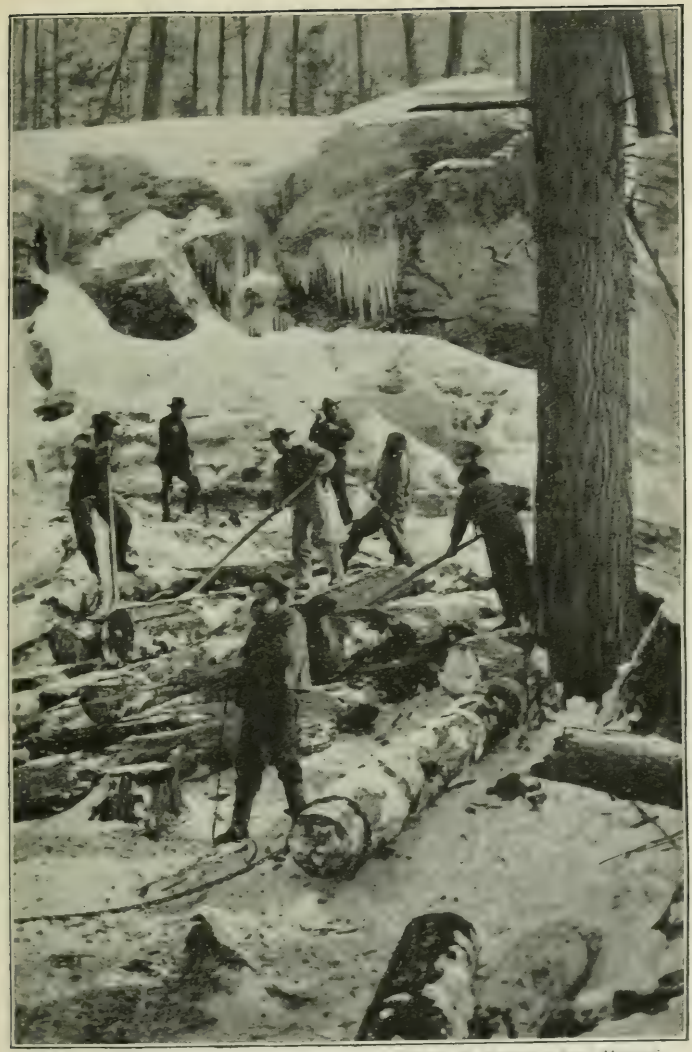
One of the chief factors in Canada's commercial development is the number of her navigable rivers and canals. These render the transport of grain, timber, etc., comparatively cheap and quick, and give her an undoubted advantage over other competitors.

On all the large rivers, where rapids make traffic impossible, and in connection with the big lakes, canals have been cut. For vessels passing up the St. Lawrence alone there are fifty-three miles of canals, with nearly as many locks.

The Welland Canal, linking Lake Erie with Lake Ontario, enables ships of large burden to go direct from the Upper Lakes to the St. Lawrence and so to the open sea. Another waterway along the Trent Valley is to connect Lakes Huron and Ontario, but this will be put in the shade if the scheme for a canal running from Georgian Bay (in Lake Huron) to the Ottawa River is carried out. This would mean direct communication between Lake Huron and Montreal, thus saving many hundreds of miles.

The "Soo" Canals.

Of the numerous canals at present in use those of Sault Ste. Marie are by far the most important.



Engr. by: W. Newman & Sons, Montreal.

THE TRIBUTE OF THE FOREST.

The "Soo" Canals, as they are called (that being the pronunciation of Sault), have been constructed by both the American and Canadian Governments to join Lakes Superior and Huron.

They are three in number, from sixteen to twenty-one feet in depth, and over a hundred feet wide in most places. Enormous locks have been made for the accommodation of big lake-steamers and other vessels, the traffic within recent years having increased so remarkably.

We have been accustomed to think of the Suez Canal as being the busiest in the world, but a comparison of statistics shows that a greater tonnage passes through the "Soo" canals each year. In 1899 over 20,000 vessels passed through the latter, that is, more than six times the number of which the Suez could boast, and the registered tonnage was proportionately greater.

At the same time it must be noted that the freight carried by the vessels using the Suez Canal is far greater in value.

Railways.

Equally important as canals are railways, and the Canadians have not been behindhand in this respect. There are now some 18,000 miles of railway in the Dominion.

The two chief systems are the Grand Trunk and the Canadian Pacific, which justly rank among the world's greatest railroads.

In the eastern provinces is the Intercolonial Railway constructed by the Government to further

the consolidation of the provinces. This line runs from Halifax, Nova Scotia, to Montreal, with a branch to St. John, New Brunswick.

As in the following chapter the leading railroads are more fully dealt with, no more need be said about them here, but reference may just be made to the new Grand Trunk Pacific Railway which has been projected.

This important line is planned to run from Moncton, New Brunswick, through Winnipeg, and along the Peace River or Pine River Valley to Port Simpson, about 500 miles north of Vancouver on the Pacific coast.

The great advantage of this route is that the journey across the continent, now covered by the Canadian Pacific Railway, will be shortened by nearly 500 miles. Port Simpson, too, has a magnificent harbour, and a line of steamships starting thence for Yokohama and other Eastern ports may be expected to follow in due course.

Another important line is the Canadian Northern Railway, which is now in operation from Lake Superior to Edmonton, Alberta, and may have eventually Atlantic and Pacific connections.

Looking Ahead.

Canada is now entering upon a full tide of prosperity, and, as an important part of the British Empire, it is interesting to us to speculate on her future.

In looking ahead one must bear in mind this great fact, that in addition to her known

agricultural and mineral wealth, she has immense natural resources, of which very little advantage has yet been taken.

With coal, for instance, the Dominion is abundantly provided—enough to supply the whole world with, says the head of the Geological Survey Department. The chief mines at present being worked are the Sydney Coal Fields in Nova Scotia and those at Nanaimo and Wellington in Vancouver Island. There are also vast deposits in Saskatchewan and elsewhere in the North-West Territories, and the mines at Lethbridge, Crow's Nest and Anthracite have a large yearly output.

Iron is also to be found in districts ranging right across the continent, even desolate Labrador holding out promise of rich yields. Canadian manufacturers of the future, therefore, will have the chief essentials ready to hand, and need not be dependent on other countries for them.

Last, but not least, must be mentioned the waterfalls, with which Canada has been so liberally endowed by Nature. Almost every town is situated within reach of some river whence water-power is to be obtained, and thus machinery of all kinds can be worked at small cost.

All these boundless resources, taken into account with the keen enterprise of the people, point to but one conclusion—that Canada has a wonderful future before her.

CHAPTER XV.

THE RAILWAYS OF CANADA.

The two leading railway systems of the Dominion, as has been noted, are the Grand Trunk and the Canadian Pacific. Through these great lines, with their numerous ramifications, the more populous districts of the country are well served, while the unsettled portions are being gradually opened up.

The part that the "iron horse" has played in the development of Canada must not be overlooked.

In the wake of the pioneer's waggon train that once toiled over the prairies, marking a settlement here and there, it followed with all promptitude. And as it pushed further and further westward, until at last the Atlantic and the Pacific were linked by an unbroken iron road, it brought civilisation and a new life into the wilderness.

"Trade follows the flag" is the old saying, but it may well be read "Trade follows the railroad," for that is no less true. In affording easy access to the newer districts the railroad enabled settlers to send their produce to the eastern markets, and at the same time opened the eyes of eastern manufacturers to the needs of the west.

The Grand Trunk Railway.

Sixteen years after the opening of the first railway in Canada, a short line in Quebec, the Grand

Trunk Railway was formed. This was in 1852. The new system in time amalgamated several smaller lines, just as its great rival did in later years, and rapidly extended its bounds.

At the present day it has under operation 4,182 miles of railway, reaching from Quebec and Montreal to Detroit and Chicago, with connections to New York and most of the leading American cities.

The Grand Trunk Railway forms the principal commercial highway between the great lakes and the Atlantic Ocean, and thus taps the richest and most populated part of Canada.

The St. Clair Tunnel.

At Sarnia, the little port on the St. Clair near its mouth in Lake Huron, is the eastern entrance to the famous St. Clair Tunnel, which carries the passenger under the river from Canadian territory into the United States.

This great submarine tunnel is 6,025 yards in length, but with its open portals, or approaches, it is more than two miles in all. It consists of a continuous iron tube nearly twenty feet in diameter, the engineers having had to put it together in sections as they bored their way through clay and rock.

Before the construction of this tunnel, which was commenced in 1888, the Grand Trunk Railway was obliged to ferry its trains across the river, and in winter time, when the St. Clair was frozen over, the work of transportation was extremely difficult.

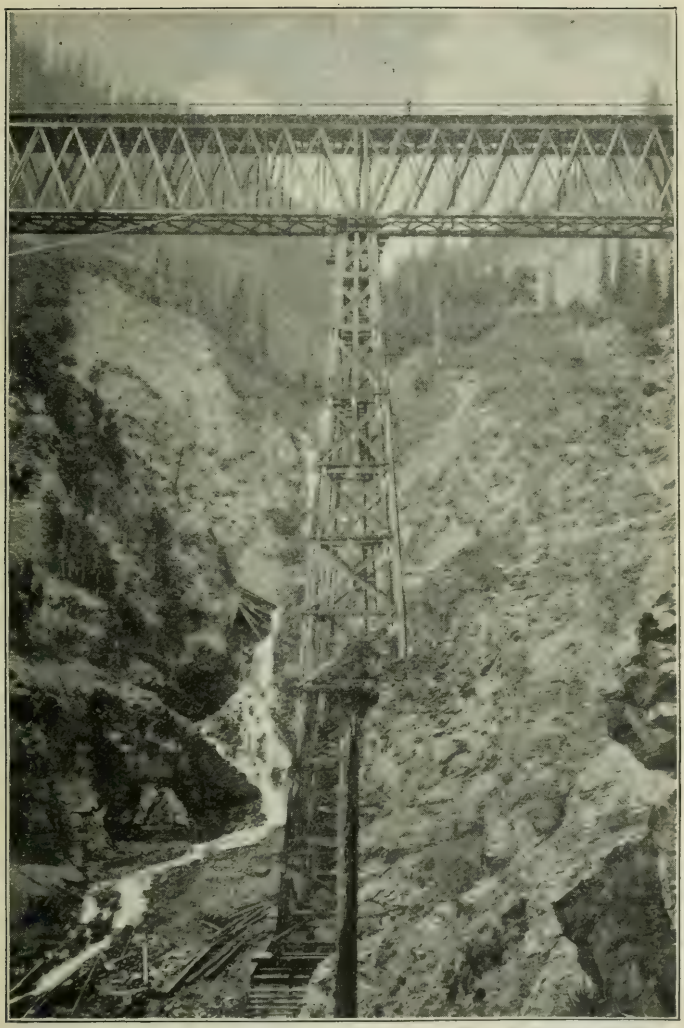


Photo: R. Maynard, Victoria.

A CANADIAN RAILWAY BRIDGE.

The C.P.R.

The history of the Canadian Pacific Railway begins with the admission of British Columbia into the Dominion of Canada. The stipulation was then made that a railway should be made to join the west with the east, and after some time its construction was commenced.

At first the Government took the work in hand, but the difficulties to be overcome proved greater than was anticipated, and eventually the undertaking was passed over to a Canadian company The latter agreed to carry the line through in return for valuable grants of money and land, and in 1885 the task was accomplished.

On November 7th of that year, at Craigellachie, among the Gold Mountains of British Columbia, the rails from the east and west were joined together, and the last spike triumphantly driven in.

In carrying out this important work, Lord Strathcona (then plain Mr. Donald Smith) and Lord Mount-Stephen (then Mr. George Stephen) were the prime movers. They, more than any others, realised the necessity for the line being constructed, and only through their efforts was it successfully completed.

The main line of the C.P.R., extending from Vancouver to St. John, New Brunswick, is over three thousand miles in length, being the longest line in the Empire, but the whole system with its various branches now covers nine thousand miles.

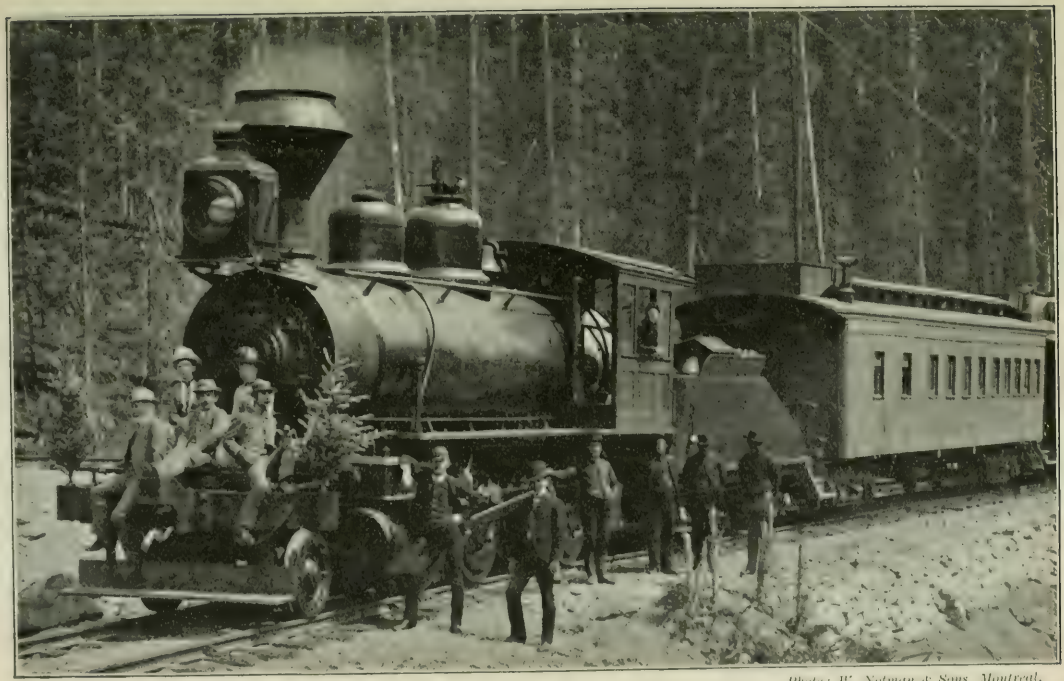


Photo: W. Notman & Sons, Montreal.

A CANADIAN PACIFIC RAILWAY MOUNTAIN LOCOMOTIVE.

In addition to passing through some of the wildest and most picturesque regions of Canada, the railway touches a rich part of the farming and ranching districts of Manitoba, Assiniboia, and Alberta, and thus renders important service in the development of the North-West.

Triumphs of Engineering.

The real difficulties encountered in constructing the line began when the foothills of the Rockies were reached. Here the road had to be laid through passes, and along the rocky bases of towering cliffs, with an occasional bridge over mountain torrents.

As the railway penetrated the fastnesses of the great mountains themselves, where the peaks reach heights of 8,000 and 10,000 feet, the skill of the engineers was put to a severer test, for now great canyons had to be spanned, tunnels had to be blasted through immense masses of rock, and the line carried with many a twist and turn round the mountain side, higher and ever higher, until Kicking Horse Pass, through which the northern branch of the road runs at an altitude of 5,000 feet, was gained. No other railway in the world was ever built in the face of such obstacles.

The southern branch of the line, running through the Rockies at Crowsnest Pass, was equally difficult to construct.

One of the most remarkable points on this section is the Loop, near Crowsnest, where, after threading its way along the steep side of the mountain, the railway twists about like a long snake

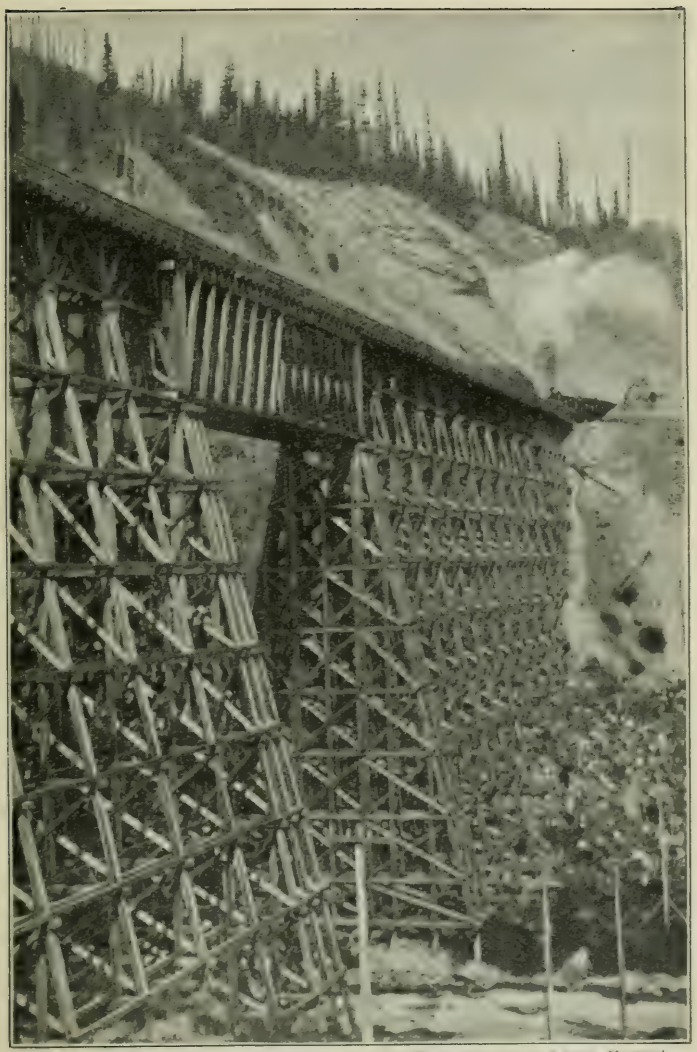


Photo: W. Notman & Son's, Montreal.

MOUNTAIN CREEK BRIDGE, CANADIAN PACIFIC RAILWAY.

until it descends into the valley, crosses the creek below, and doubles back "almost within a stone's throw of itself." To traverse this distance of less than 200 feet the line has to cover three miles.

In order to carry the train up some of the mountain gradients three engines are sometimes employed, two being in front and one behind. Even then the speed will fall as low as five miles an hour. One of these powerful mountain engines, weighing 100 tons, is shown on page 167.

Bridges and Snow-Sheds.

Soon after Kicking Horse Pass, on the northern branch, has been passed and Mount Stephen left behind, the railway rises at the rate of 116 feet to the mile as it climbs up the steep rocky slopes. Then it passes along the Beaver Valley, where some wonderful bridges have been built to span the creeks.

At Mountain Creek, Cedar Creek, and Stony Creek are very high wooden bridges, one of them 300 feet above the bottom of the gorge. These are erected on huge trestles that have been made trebly strong to guard against accident.

Further on, beyond the wooded gorge of the Bear Creek, where the railway, hemmed in by Mounts Tupper and Macdonald with their glaciers, approaches Rogers Pass, the train must go through a line of snowsheds.

The latter are tunnels of massive timber work, the wood used being cedar. The sections of the

THE SUMMER AND WINTER TRACKS, CANADIAN PACIFIC RAILWAY.

Photo: W. Notman & Sons, Montreal.

sheds are dovetailed and bolted together very strongly, and the whole are fitted into the mountain sides so securely that there is no danger of their being wrecked by avalanches during the heavy snowfalls of winter.

On the other side of the pass, where the railway has to descend the deep valley of the Illecillewaet, there is a summer track side by side with the winter track. In the summer, therefore, when the line is not blocked by snow, the dark snow-sheds, which are in some places over two miles in length, are avoided, and the passenger can enjoy to the full the wonderful scenery around him.

Snow Ploughs.

While speaking of winter travelling in Canada, something must be said about the snow ploughs which are widely employed in clearing the tracks on various railways.

There are two kinds of "ploughs" in use, the older one being merely a huge shovel fixed in front of the engine. This, of course, works effectually if the fall of snow is not too heavy, but a gang of men is necessary to complete the work by banking up the snow which it throws on each side.

The more modern type is a locomotive specially built for the work, and fitted with an apparatus that scatters the snow some distance away. Its action is something on the principle of a steamship's screw propeller, the blades of the snow plough revolving rapidly.

Photo: W. Notman & Sons, Montreal.

A SLEEPING CAR, CANADIAN PACIFIC RAILWAY.

It is a curious sight in the depth of winter to see one of these big, powerfully built engines coming along the line and sending up a great whirling cloud of snow before it.

On the Train.

Travelling on the Canadian Pacific Railway, as on all other lines in the Dominion, is rendered very comfortable, and the journey of five days across the Continent is not so formidable as it might appear. The trains themselves are built on the American plan, being composed of long open cars, each having accommodation for sixty or seventy people.

The seats are in two rows, with an aisle running down the middle of the car to a door at either end. Two persons alone occupy a seat, and there is never any of the unpleasant overcrowding that is often experienced in English railway carriages.

Among the disadvantages attached to this style of travelling it may be noted that the cars are frequently very hot or very draughty, and the passenger may not always have the power of opening or closing the windows near him. Then there is the ubiquitous train-boy with his tray full of books, papers, sweets, and other things which he bothers you to buy.

But on the whole these annoyances are outweighed by the greater freedom one enjoys, and the exceptional opportunities of seeing the view. At the end of every car is a platform, on which one

can stand and observe the country that is being passed through.

On the routes specially famous for scenery, observation cars are attached in front of the engine. These are open at both sides, and have seats that can be placed crosswise or lengthwise, as may be desired; so in them passengers can sit at ease while the beauties of Nature are unfolded before their eyes.

The dining and sleeping cars, too, are generally very completely fitted, and for those who can afford to pay travelling on the big railway lines may be made a most luxuriant affair. It is, in fact, very much like living in a hotel on wheels. To add to the similarity, the cars themselves all have distinctive names, such as the "Waverley," the "Woodstock," the "Empress," and so on.

In a sleeping-car there are twenty-four berths, or "sections," as they are officially termed, and each of these is large enough to accommodate two persons. The lower berths are formed by joining two seats together, while the upper ones are let down from the sides. In the picture on page 173 is shown the interior of a "sleeper" in the day-time, when the upper berths are fastened back to the walls, and the lower are used as ordinary seats.

In the background, it will be observed, is the "coloured" attendant. As on all American lines, negroes are always to be found acting in this capacity.

CHAPTER XVI.

CANADIAN INDIANS.

REFERENCE has already been made more than once in these pages to the North American Indian, but he is such a picturesque figure of the past that he is worthy of more than mere passing mention. It will be interesting to look back upon him as he was in the early days of Canada's settlement, and to contrast him with his descendant of the present time.

Out of the innumerable tribes that formerly roamed all over the Dominion only a few remnants are now to be found. War and disease, and, above all, the extermination of the bison, have decreased their numbers at a rapid rate. To-day the Red Men north of the United States boundary line amount to little over a hundred thousand.

The majority of these live on "reservations," where they are maintained by the Government, and the rest for the most part lead a nomadic existence. Many of those in the north-west, as the Athabascans, are employed as trappers for the large fur companies; others act as voyageurs and guides to hunters.

When the French Came.

In the period of the early French explorers, in the seventeenth century, the two principal

Indian stocks, or families, in Canada were the Algonquins and the Huron-Iroquois. The latter, though fewer in numbers, were braver and more intelligent than other tribes, and thus it came about that they played the prominent part they did for so many years.

As we have read, Champlain turned the feud between the Hurons and the Iroquois (both branches of one family) to account by siding with the former and their friends the Algonquins. From this alliance arose the long series of savage wars that cast a gloom over the country for a long time, and made the name of Indian a constant and terrible menace to white settlers far and wide.

Among the Iroquois tribes, besides the Hurons, were the Mohawks, the Eries, Senecas, Oneidas, and Cherokees. Among the Algonquins were the Chippewas (or Ojibbeways), the Crees, Ottawas, Blackfeet, and Abenakis.

Other native tribes who figured more or less largely in Canadian history, and of whom scattered bands still survive, were the Assiniboines and Crows, both of Sioux stock, the Athabascans, the Micmacs and Malicetes of the eastern provinces, particularly Nova Scotia and Cape Breton Island, and the Montaignais of Labrador.

The Iroquois.

This Indian nation is famous for its confederation of five tribes—afterwards increased to six—which made it so powerful. The original tribes which thus joined forces were the Senecas, Mohawks,

Cayugas, Onondagas, and Oneidas. These were among the fiercest and most dreaded of the Indians, as many a tale of raid and massacre bears witness.

The Iroquois, or "people of the long house," as they styled themselves, because their villages with the long wooden houses stretched for so great a distance, were a well-organised nation. In much the same way as the various provinces of the Dominion, each tribe had its own chiefs and councils and its separate system of government, while there was a supreme council of sachems, or head chiefs, to control the affairs of the nation as a whole.

When war threatened, the five tribes sent their representative chiefs to this general council, and on the deliberations of these rested the course to be taken by the confederacy. If it was decided to go on the war-path against some other tribe, then a tomahawk or similar signal for war was despatched round among the villages, and the "braves" summoned to assemble under their respective leaders.

At no time, it is said, could the Iroquois call out more than 3,000 warriors, but their combination and their ferocity soon made them "the scourge and dread of all the scattered tribes of Algonquins, numbering in the aggregate probably 90,000 souls, and eventually crushed the Hurons and those other tribes of their own nationality who did not belong to the confederation and had evoked their wrath."

An Indian "Brave."

Let us take one of these old-time warriors and see what kind of fellow he looks as he stands before us in all the glory of war-paint.

One of the first things we notice is his striking head-dress, made of eagle quills and the skins of ermine and other small animals. As he is a chief it completely hides his long, black hair by extending down his back until it reaches the ground; and as he is a head war-chief it is further ornamented by a pair of horns in front.

Very majestic does this head-dress look as its wearer proudly struts along, and far more pleasing to the eye than the waving red crest of hair which surmounts the shaven head of the Pawnee and Osage warrior.

Our chief's robe is of buffalo skin, decorated with pictures illustrating some of his most notable feats in battle, and beneath this he wears a shirt of deer-skin. On his legs are moccasins of the same material, fringed with porcupine quills and scalp locks.

For arms he has a rifle, or a bow and quiver full of arrows, while in his belt are tomahawk and scalping knife. If he were mounted he would have lance and shield.

A curious and startling feature that we further notice is the way in which he has painted his copper-coloured face and limbs. Red and white clay, vermilion and charcoal mixed with bear's grease, have been freely used to daub streaks and patches of colour all over his body.

An Indian's face thus decorated often presents a terrifying aspect, as may be well imagined, but it was not with the idea of frightening his foes that he originally began this practice. Each of these marks, it has been proved, has a definite meaning, and is frequently a symbol of some deed of honour. In other cases it is usually a tribal mark, the *totem* of his people.

Thus, one Indian may wear certain streaks of black and red paint meant to represent a beaver, his family crest; another a crude design of a fish; and yet another a drawing of a wolf's head or of bear's claws, to signify some fierce animal of this kind which he has killed and taken for his own crest.

On the War-Path.

Such a dress as has just been described was, of course, principally for wear at the war council and in the camp. When the band was on the war-path most of the finery was discarded, so that the warrior's limbs might be unimpeded.

In Indian warfare it was very rarely that battles were fought in the open. Surprise attacks were preferred, the savages gliding down the rivers in their birch-bark canoes or creeping noiselessly through the woods until they came upon their enemies' encampment, when, giving a wild war-whoop, they would suddenly spring out with their death-dealing tomahawks.

Fights like these were fierce and desperate, and usually ended in great loss of life on one side. If victors, the attacking party, having taken their

scalps, collected the prisoners and set fire to their enemies' lodges, would return swiftly to their own camp until another raid was determined upon.

The practice of scalping appears to us as a very horrible and disgusting one, but it must be borne in mind that scalps were the Indian's badges or medals, the only proof he had to display of his prowess. Then it was only the dead whose hair was thus carried off; very seldom, indeed, was a living man thus treated, and then but by mischance.

Totems.

The custom of adopting *totems*, or clan marks, is common among all the North American Indians except the Esquimaux. They form the distinguishing marks of tribal divisions, and those who are entitled to wear the same hold themselves as specially related to each other.

The *totem* is practically a coat-of-arms, showing descent from a common ancestor, and as such is found displayed on the wigwams of a tribe, as well as on the people's bodies. In Alaska are to be seen *totem* poles set up before the Tlinkit Indians' houses. These are of wood, rudely carved with faces of men and animals, together with other symbols, and are generally painted. Many such poles are erected over the graves of the dead, one with a bear's head indicating that a member of the "Bear family" lies buried there, and so on.

Among the Iroquois the tortoise, bear, and wolf were the animals that were most conspicuous as *totems*.

"Making Medicine."

In addition to his *totem*, every Indian warrior had his "medicine bag," containing some charm which was relied upon to secure him from harm in battle, and to bring him luck all through his life.

The name "medicine" has been handed down from the French, who called the Indian doctors, or sorcerers, *médcins*—that is, physicians. From this all their mysteries came to be known as "medicine," and the doctors who practised them and gained thereby great influence were called "medicine men."

Among the North American tribes every boy of fifteen or sixteen (in some cases the age was less) was sent out by himself on to the prairie to fast and watch for the vision which was to shape his future career. His vigil might last three or four nights, but during that time he held no communication with any members of his tribe. He was "making his medicine."

The end of the ordeal came when he either saw or dreamed of some animal or bird. As he stood with arms folded calling on "Wakanda," the Great Spirit, to befriend him, perhaps a panther or a wolf slunk by him, or its cry broke in on his slumbers, and this creature, the first to appear to him, was at once taken as his special talisman.

On his return home, having related his experience, the young Indian next proceeded to hunt and kill an animal of the kind he had seen. This done, he either took the entire skin, or such parts as

the teeth and claws, and put them in a bag to be carried about with him wherever he went.

Mr. George Catlin, who spent many years among the Indians, studying their customs, etc., relates how, when painting the portrait of a certain chief, he asked the latter's name. Another chief, sitting by him, answered that it was "Ish-a-ro-yeh" (he who carries a wolf). Mr. Catlin expressed his surprise at anyone getting such a name, and enquired if the other had ever carried a wolf, to which he replied, "Yes, I always carry a wolf," at the same time lifting up his medicine bag, made of the skin of a white wolf, which was lying on the ground by his side.

Indian Names.

In this connection we may note the curious names in which the Indians delight. Every warrior acquires a high-sounding title, if possible—one that commemorates some act of bravery or notable characteristic.

A chief, therefore, is proud to be known as Wa-ton-ye, the foremost man, Ta-pa-ta-mee, the voice of wisdom, Mah-to-chee-ga, the little bear, or some such appellation. Very common names among the "braves" are Roaring Thunder, He who Comes on the Black Cloud, Strong Wind, Flying Deer, Big Moose, and Great Warrior.

Sometimes an accident or some fanciful resemblance to a particular object has gained an Indian his name, and so we read of Three Fingers, Shot in the Eye, He who Fights with a

Feather, Red Dog, Jumping Horse, White Eagle, and so on.

The Making of a "Brave."

When an Indian had "made his medicine" he naturally aspired to be a "brave," like his seniors, and to this end he subjected himself to all sorts of privations and tortures in order to prove his endurance and power of bearing pain.

One of the ordeals that he was expected to undergo was known as the "sun dance." This meant that he must stand almost naked, but bearing his shield and weapons, while wooden splints were run through the flesh of his breast. To these were attached cords, the other ends of which were tied to the top of a tall pole. The would-be "brave," throwing his whole weight on the cords, faced the sun when it first rose, and, moving in a circle round the pole, followed it until its setting in the evening.

During the ordeal the "medicine man" of his tribe and some of the warriors stood by to watch him as he endured the agony of the splinters in his flesh, and to encourage him to preserve a stoical demeanour.

So well trained and physically "fit" were most Indian youths, who had been taught from their childhood to suffer pain without wincing, and whose muscles were like steel through constant exercise, that very few of them failed to pass the test successfully. Those who did break down had to face the contempt of all their people, and were considered to be disgraced for life.

YOUNG INDIAN "BRAVES" OF TO-DAY.

The Tomahawk.

Everyone who has read any stories of Indian life knows that the Red Man's chief weapon is the tomahawk, but it is not everyone who is aware that this article was generally of European manufacture.

The tomahawk with which the Indian warrior used to go to battle was a very deadly weapon in the shape of an axe with a keen, curved blade. As a rule, it also served as a pipe, the bowl being on the side opposite to the axe-head, and the hollow handle forming the stem.

With great dexterity an Indian could hurl a tomahawk at an object several yards distant, and unerringly hit the mark, the weapon revolving many times in its flight. This, and his scalping knife, also of steel, were indispensable to him before he learned the use of fire-arms.

The Pipe of Peace.

This tomahawk pipe must not be confused with the *calumet*, or pipe of peace, which was such a prominent feature in Indian councils.

According to Mr. Catlin and other authorities the *calumet* was strictly a sacred pipe, differing in appearance from all others, and was never used except when treaties were being made between tribes or on similar grand occasions. It was a long reed pipe ornamented with feathers and strings, and rested on two little crutches.

After the treaty stipulations had been agreed upon by the chiefs taking part in the council,

each drew a whiff through the sacred stem, and by this act signified his intention of abiding by the terms.

At the Present Day.

On the reservations where so many of the Canadian Indians now live—at Brantford and Rama in Ontario, at Pointe Bleu in Quebec, at the Blackfoot Reserve in Alberta, at Qu'Appelle in Assiniboia, and elsewhere — they have quietly settled down to agricultural pursuits, and seem to have fallen into white men's ways without any difficulty.

Here on their farms one may see them dressed in civilisation's garb, hard at work clearing the ground, sowing and reaping their crops, and prospering all round under the care of efficient instructors. Paint and feathers are seldom to be observed, for only on festive occasions can the Indian's love of finery be indulged.

As an Indian to be made into a good citizen must be caught young, the Canadian Government has established industrial schools for their special benefit close to the reserves, and in these Redskin Junior is being carefully trained up. Many of the youths take readily to carpentering, cobbling, and other trades, displaying no little aptitude in the workshops.

They have their outdoor recreations, too, like white schoolboys, playing cricket, football, lacrosse and baseball; and they have their cadet corps, which could give very good accounts of themselves at the butts.

When the Prince of Wales (then Duke of York) was in Winnipeg during his tour through Canada, a feature of his welcome was a brass band composed entirely of young Indians belonging to one of these corps, who marched in uniform in the procession.

It used to be the fashion to write of "the passing of the Red Indian," but since the Government has taken his destiny into its hands the phrase has become obsolete. As a matter of fact, the population of the native races in the Dominion has of late years shown a stationary condition, and in some parts statistics declare an increase.

Although their mode of life has been completely changed, therefore, it is far from probable that they are doomed to extinction like the bison, their mainstay in times past.

At the present time there are about 30,000 Ojibbeway Indians in the region of the Great Lakes, 17,000 Crees in Manitoba and the North-West, and about 4,000 Blackfeet. The Hurons and the Eries have disappeared, while the once all-powerful Iroquois are represented by a sorrowful remnant of 20,000 Indians, who are looked after by the United States Government.

CHAPTER XVII.

NEWFOUNDLAND AND LABRADOR.

SITUATED in the very mouth of the Gulf of St. Lawrence lies the island of Newfoundland, Britain's oldest colony. It is not included in the Dominion of Canada, unfortunately, having preferred to remain outside the union with a separate system of government, but it demands a place in this little book as a part of British North America.

It is a large, rock-bound island—the tenth largest in the world—with a greatest length of 317 miles and a width very little less. Like Norway, its coast is deeply indented, long fjords running into the land, sometimes for fifty and eighty miles. Inland, behind the hill-ranges, the island is chiefly remarkable for its many lakes, ponds, and marshes.

Newfoundland's importance to our possessions in North America will be at once understood on glancing at the map. Between its northern extremity and the coast of Labrador are the Straits of Belle Isle, while on the south Cabot Strait separates it from Cape Breton Island. It is only through these two passages—if we except the narrow Gut of Canso dividing Nova Scotia from Cape Breton—that entrance to the gulf and the river can be obtained.

The island, posted there like a sentinel, effectually guards the approach, and needs but to be fortified and garrisoned to make it an impregnable position. It is, in fact, the key to Canada, as the French in the old days of the wars were fully aware. More than one unsuccessful attempt to capture it was made by them.

Early Days.

Discovered by Cabot in 1497, Newfoundland was not actually taken possession of until 1583, when Sir Humphrey Gilbert claimed the island for Queen Elizabeth.

He endeavoured to form a colony in the southern part, and it is this that gives Newfoundland the proud distinction of having seen the first steps taken towards the making of the British Empire.

Sir Humphrey found many Englishmen in the island when he arrived there, for the men of Gloucester and of Devon had quickly followed in Cabot's wake to exploit the new fishing-grounds. There were French, Spanish, and Portuguese there, also on the same business, and their presence by no means furthered the attempt at colonisation.

After Gilbert's failure Lord Chancellor Bacon, Sir George Calvert (afterwards Lord Baltimore), and others, tried their hands, but no permanent settlement was ever effected. The fishermen who frequented the island resented any intrusion in their domain, and their opposition daunted most of the would-be colonists.

"The Fishery Admirals."

The English owners of the fishing fleets that set sail annually for Newfoundland were no less averse to colonisation than the fishermen themselves. They feared that if a colony became established they would no longer be free to land wherever they chose, or build their cod-drying stages.

By appeal to the king, Charles I., some of the more prominent merchants induced the Court of Star Chamber to pass certain laws in their favour. Shipmasters were forbidden to take out settlers; those who had already made a footing there were not allowed to take possession of any land within six miles of the coast, and if any buildings were erected in the prohibited area they were liable to be burned.

For the governing of the island the peculiar regulation was made that the first captain who arrived at any harbour in the spring was to be styled "Admiral." It was his duty then to decide where the other boats should anchor, and he was virtually appointed governor of the district until the fishing season came to a close. All disputes arising between the fishermen, both English and foreign, were settled by him.

This iniquitous state of things—for the "Fishery Admirals" did not hesitate to oppress and rob the unfortunate people of the island—continued for over a hundred years, receiving the sanction of Parliament.

Then, by the Treaty of Utrecht, in 1713, the

whole of the island was ceded with Nova Scotia and Labrador to Britain, and Newfoundland soon received recognition as a colony.

The Treaty Rights.

While the French by this act gave up all claims to sovereignty and agreed to abandon their settlement at Placentia, which had been formed in 1660, they retained certain fishing privileges, which were destined to prove a constant source of trouble in the future.

A clause in the Treaty gave the French the right to land on a part of the coast, known as "the French Shore," during the fishing season, to cut such timber as they might require, and put up buildings necessary for drying the fish. By later treaties the limits of this shore were altered from time to time, until at length it extended from Cape Ray all up the western coast and round the north to Cape St. John.

The French had thus the best part of the coast for themselves.

All might have gone well, nevertheless, had not the Frenchmen contended that the treaties gave them the exclusive right both to the fisheries and the shore. The wording of the clauses referring to these rights was none too clear, and the English colonists, as they steadily increased in numbers, held that they could not be excluded from settling on the land on the western side.

As a result there was considerable friction between the two nationalities. English farm-buildings

on the French Shore were often destroyed, and reprisals were promptly made. The attention of both the French and British Governments was repeatedly called to this state of affairs, and the claim that British subjects had also a concurrent right to fish along the restricted coast urged again and again, but nothing was done.

On the top of these difficulties came the lobster-tinning industry, which the French began to develop. The British Government, on behalf of the colonists, contended that the taking and preserving of lobsters were not included in the privileges conceded to French fishermen, and furthermore that canning factories as permanent erections were illegal. The original stipulation had been that all buildings for fish-curing purposes should be of a temporary character.

Discontent broke out strongly among the islanders when attempts to refer the matter to arbitration fell through, and the stubborn insistence of the French on their rights still hindered the colonists in various industrial enterprises. Free fights even took place, and, as a recent writer says, "it needed all the patience of the statesmen of London and Paris to prevent the peace of Europe from being broken."

In 1903 negotiations were commenced anew between the two Powers, with the result that in April of 1904 a satisfactory arrangement was arrived at. By the Anglo-French Agreement then signed France has abandoned all rights of landing on the "French Shore" of Newfoundland once

and for all. In return she has received certain compensations in money and concessions of territory in other parts of the world.

Now that this vexatious question has been decided it is to be hoped that the work of settling the island will be pushed on apace, and that Newfoundland will enter upon a new era of prosperity.

The Fisheries.

As fishing is the chief industry of the colony, something may well be said here as to its extent and value.

Cod are the fish mostly caught, the annual "catch" being about £1,200,000 in value. They are found in the greatest quantities on the "Great Banks," which are distant from Newfoundland only a day's sail. The Banks range about 600 miles in length, and in the season swarm with fish of all kinds.

Next in importance come the seals, of which as many as 360,000 have been taken in one year recently. The sealers start from St. John's late in February, and make their way through the ice to some station on the Labrador coast, lying there until March 10th, on which date the law allows them to "go to the ice."

The steamers then stand out to sea and steer in a northerly direction to meet the big ice-fields that drift down from the Arctic regions. On these "fields" they know they will find thousands of seals. As the vessel hugs the side of a big floe the crew leap on to the ice and the work of slaughtering

and skinning the seals goes on until a sufficient number of pelts has been secured.

Lobsters, herring, and salmon are also caught in great quantities, the export of canned lobsters being over £70,000 per annum in value.

Avalon and St. John's.

Newfoundland is somewhat curiously shaped, being almost cut in two at one part. This is at the narrow isthmus between Placentia Bay and Trinity Bay. The southern peninsula thus formed is the most thickly populated and the most important commercially. It is known by the poetical name of Avalon.

On the eastern side of the little peninsula is St. John's, the capital of the island. Like every other town in Newfoundland, St. John's sprang from a mere hamlet of fishermen's huts, but it goes further back in history than any of its neighbours, having been founded in 1580.

The town, which rises up the slope from the harbour and spreads along the crest of the cliff, has been singularly unfortunate in having been several times devastated by fire, like its namesake St. John, in New Brunswick. In 1816 and 1846 the greater part of it was burnt down, the old wooden houses making it impossible to check the progress of the flames.

In 1892 the third great fire broke out, this time sweeping away more than half of the town. By this terrible disaster many thousands of people were left homeless, while property

to the value of about four million pounds was destroyed.

Help from all quarters was at once forthcoming, and St. John's was rebuilt as quickly as possible. That the townsfolk had profited by the lesson taught them was evidenced in the greater width of the new streets and the formation of an efficient fire-brigade.

St. John's harbour is small but very deep, and, being land-locked, makes a safe refuge for vessels flying before a storm. The only entrance to it is through a channel called "the Narrows," a passage in the cliffs that is not more than 600 feet wide in one place.

Fishing Villages.

Not many miles from St. John's are two very typical and picturesque fishing villages of Newfoundland. These are Quiddy Viddy and Logie Bay.

At both these places the little harbours are mere splits in the cliffs, and on the face of the latter may be seen the wooden stages whereon the cod are dried, ready for salting.

So narrow are the bays that the mooring lines of the fishing boats are generally flung across them, and so precipitous are the cliff sides that the fish are pitchforked from one platform to another. There is no pathway along which baskets could be carried.

The passages in the cliffs here and in Labrador —scarcely to be dignified by the name of bays or

ST. JOHN'S NEWFOUNDLAND.

harbours—are known to Newfoundlanders as "tickles," and so we find such places as Tickle Harbour, Long Tickle, and Smoky Tickle marked on the map.

Where the Cable Lands.

The four Atlantic cables which stretch beneath the sea from Valentia, Ireland, to Newfoundland rise from their ocean bed at a little place called Heart's Content, in Trinity Bay.

Thence they are linked to other cables which enter the sea at Placentia on the other side of the isthmus, and by way of St. Pierre connect with Cape Breton Island.

The first Atlantic cable, laid in 1858, had its American termination in the little bay of Bull's Arm at the head of Trinity Bay, this spot having been selected as sheltered from icebergs and gales. When the 1865 cable was projected, Heart's Content was fixed upon as a more suitable spot, and here the *Great Eastern* ended her eventful voyage across the ocean after having laid 1,852 nautical miles of cable.

Lakes and Rivers.

Before leaving Newfoundland for the rocky coasts of Labrador, mention must be made of the numerous lakes and other pieces of water which are to be found in the interior of the island.

The largest are Grand Lake, Red Indian Lake, Gander Lake, Victoria Lake, and Round Pond. Like the rest, these are connected with rivers, and are all well-stocked with trout and other fish.

Photo: F. C. Selous, Esq.

FALLS ON THE TERRA NOVA RIVER, NEWFOUNDLAND.

Near them, too, are good hunting-grounds, where moose, elk, and caribou, with other smaller game, may be met with.

Of rivers, Newfoundland has only three of any size and importance—viz. the Exploits, the Humber, and the Gander. Among the lesser ones is the Terra Nova, which is notable for its beautiful falls and scenery.

Labrador.

When Gaspar Cortereal, a Portuguese navigator of the sixteenth century, returned from one of his voyages to the New World he brought back to Europe some natives from the Newfoundland and Labrador coast. These were probably some members of the Beothik tribe, now extinct.

What kind of men these aborigines were it is impossible to say, but they must have had sturdy frames, for the idea that they would make good "labradors" (*i.e.* labourers) gained ground. And so it was that this Portuguese word came to be applied in time to their native country, the desolate and forbidding region that stretches far away to the north-west of Newfoundland, from the Straits of Belle Isle to Hudson's Straits.

Labrador to-day is merely a narrow fringe of the coast, with an area of not more than 7,000 square miles, but at one time it included a large part of what is now Ungava. A dependency of Newfoundland, to which it was added in 1809, it comes under the island Government, and not under that of the Dominion of Canada.

Its Population.

Very few settlers have yet made their home in this uninviting country, although Labrador is reported to be rich in minerals. Besides the Esquimaux and the Hudson's Bay Company's trappers, the population is composed solely of fishermen. The latter, who are nearly all employed by Newfoundland merchants, number about twenty thousand during the fishing season, and their mean-looking wooden huts, or "tilts," are then to be seen on many a cliff and island rock.

Cod-fishing is the people's mainstay during the few summer months that the bays and "tickles" are open to their schooners and small, two-masted, brown-sailed "gashers." In the long winter—for Labrador is generally ice-bound for eight or nine months—sealing is the principal occupation of the fishermen, but this, as already mentioned, may not commence before March.

Those few who remain on the coast throughout the winter are the men left in charge of the fishing-stages, and it is curious to note what a fascination the lonely life in time has for them. Many of the storekeepers and agents of the Great Company are glad to return to their dreary outposts after a brief taste of civilisation.

A Land of Icebergs.

It is just off Labrador that the finest icebergs in the world are to be seen. They come down from the shores of Greenland, borne along by the Arctic current, and are carried out into the Atlantic

or through the Belle Isle Straits into the Gulf of St. Lawrence.

Belle Isle itself, at the head of the Straits, was in olden days known as the "Isle of Demons," and was marked on the charts with a significant diabolical figure. Its bad name arose from the great bergs and ice-floes which crashed and ground together round its shores, the superstitious sailors fancying that in the noise they heard the sound of men's voices shrieking and calling to them.

It is one of the grandest of sights to see the hundreds of icebergs slowly drifting by the headlands and bays of the Labrador coast. They are of all sizes and shapes, some mere blocks of ice, some with two or three lofty peaks, others with grotesquely carved shapes or with picturesque archways and spires faintly resembling a piece of Gothic architecture.

But, with all their beauty, one cannot help remembering what a serious menace they are to vessels. Never a year passes without the story of some dreadful shipwrecks in this region having to be told.

Belle Isle, indeed, in spite of its lighthouse, has been the scene of nearly as many disasters as has Cape Race, at the south-east of Newfoundland, with its fogs, cruel rocks, and whirlpool currents.

In the Winter.

Two of the chief permanent settlements on the northern Labrador coast are the Moravian Missions.

These are in charge of German missionaries, who labour among the Esquimaux tribes.

According to a recent traveller, when this part of the world is frozen out, communication with the south is kept up by means of a "komitick," or dog-sleigh mail. "The Moravian missionaries at the villages in the north," he says, "endeavour at least once a winter to visit by komitick the few scattered white settlers within a hundred miles or so of the missions.

"Sometimes the komitick is overtaken by a severe snow-storm before shelter can be obtained. Then the missionary and his Esquimaux driver dig a deep ditch down in the snow, and camp in the bottom. The gases from the camp fire prevent the snow from floating in, and the travellers are sheltered from the icy blasts.

"At Battle Harbour (the principal port of call), where there is a little church—one of the three or four found along the coast—they have a public sewing machine; and one long winter, when the kerosene oil supply became very low, the women gathered at the parsonage and did their sewing by the one lamp there."

In Newfoundland more than one church on the coast has a belfry erected on the rocks, consisting of a bell hung at the top of a stout ship's spar; in Battle Harbour funds have not permitted such a luxury, and the pastor signals the call to service with a flag.

In the Future.

It is little wonder that bleak Labrador has not attracted a larger population, but if its mineral resources are ever developed we may expect a big influx of miners there, and it will become something else than a collection of fishing stations and fur-trading posts.

Probably, too, by that time it will have taken another important step, for the desire to enter the union of provinces has been steadily growing in Newfoundland.

That both should throw in their lot with Canada seems only natural from their geographical position; and in view of the mutual advantages to be derived from such a consummation, it is to be sincerely hoped that the "federation party" will carry the day, and that we shall soon see Newfoundland and Labrador part of the Great Dominion.

THE MAPLE LEAF FOR EVER.

CANADA'S NATIONAL SONG.

In days of yore, from Britain's shore,
Wolfe, the dauntless hero, came,
And planted firm Britannia's flag
On Canada's fair domain.
Here may it wave, our boast, our pride,
And join in love together,
The Thistle, Shamrock, Rose entwine,
The Maple Leaf for ever.

(Chorus.) The Maple Leaf, our emblem dear,
The Maple Leaf for ever.
God save our King, and Heaven bless
The Maple Leaf for ever.

At Queenston Heights and Lundy's Lane
Our brave fathers, side by side,
For freedom, homes, and loved ones dear
Firmly stood and nobly died.
And those dear rights which they maintained
We swear to yield them never!
Our watchword evermore shall be
The Maple Leaf for ever!

Our fair Dominion now extends
From Cape Race to Nootka Sound;
May peace for ever be our lot,
And plenteous store abound.
And may those ties of love be ours
Which discord cannot sever,
And flourish green o'er Freedom's home
The Maple Leaf for ever!

On Merry England's far-famed land
May kind Heaven sweetly smile;
God bless old Scotland evermore,
And Ireland's Emerald Isle.
Then swell the song, both loud and long,
Till rocks and forest quiver,
God save our King, and Heaven bless
The Maple Leaf for ever.

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